JULY-AUGUST, 1966

THE Signalman's JOURNAL

Third Triennial and 37th Regular Convention — 1967

In accordance with the requirements of Article I, Section 84 of our Constitution, all Subordinate Lodges are hereby notified that the exact date of our 1967 Convention will be the week beginning with the second Monday of August, which will be August 14 through August 18, 1967.

Arrangements have been made for holding the Convention in the Pick-Congress Hotel, 520 So. Michigan Avenue, Chicago, Illinois.

C. J. Chamberlain
Sec. Treas.

Carriers Demand Drastic Rules Changes

Signalmen Push for Coverage Under Hours of Service Law

Cover Photo

Retired Brother Thomas J. Ryan, Journal Correspondent and member of Local No. 88, is shown with his mosaic prepared for a President Kennedy mural to be presented to the late President's parents and family through Senator Robert Kennedy. The Cover Story on page 172 describes Brother Ryan's hobby and other interesting works of art.

JOHN A STRUBLE 123
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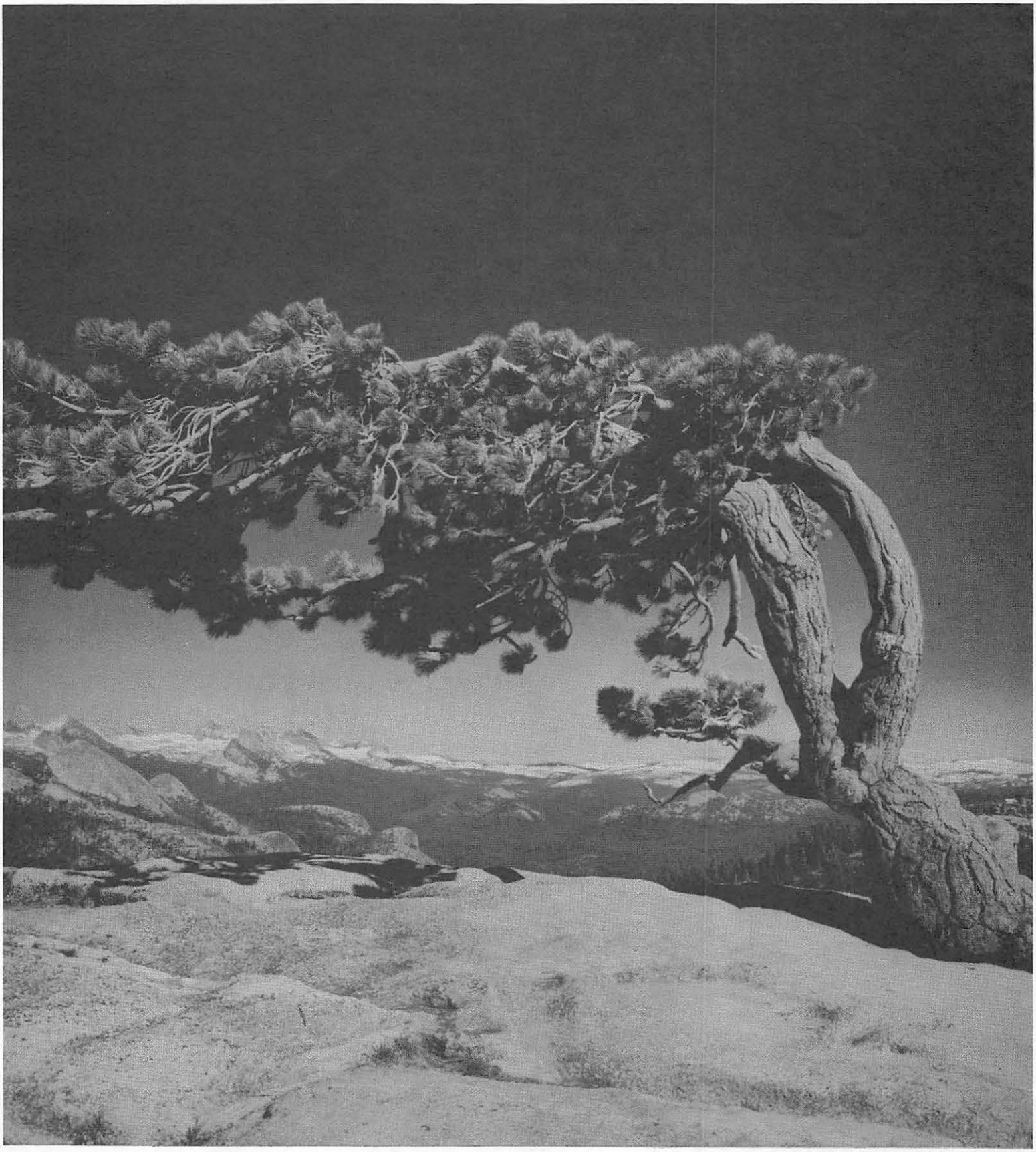
Only a few products of man or nature have retained so much character after so many years.



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2247 Lawrence Ave., Chicago, Ill. 60625

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Vol. 47, Nos. 7 & 8

IN THIS ISSUE:

Cover Story

Journal Correspondent finds Expression in Mosaic Art 172

Editorial—What Does Your Brotherhood Mean To You? 173
By President Jesse Clark

Carriers Demand Drastic Rules Changes 175

Determine Your Rights Under FELA 176

Signalmen Renew Push for Coverage Under Hours of Service Law 177

The Outdoor Scene 183
By Fred Goetz

Management Torpedoes Supplemental Pensions 185

COPE Report 185

Your Washington Reporter 187
By Harry D. Garduk

N & W To Install New Automatic Yard 188

A Review of Railroad Employment and Payrolls in 1965 189

How To Buy 190
By Sidney Margolius

Live A Little Longer 191
By Dr. William A. Sawyer

Local Lodge News 192

Obituary 196

1

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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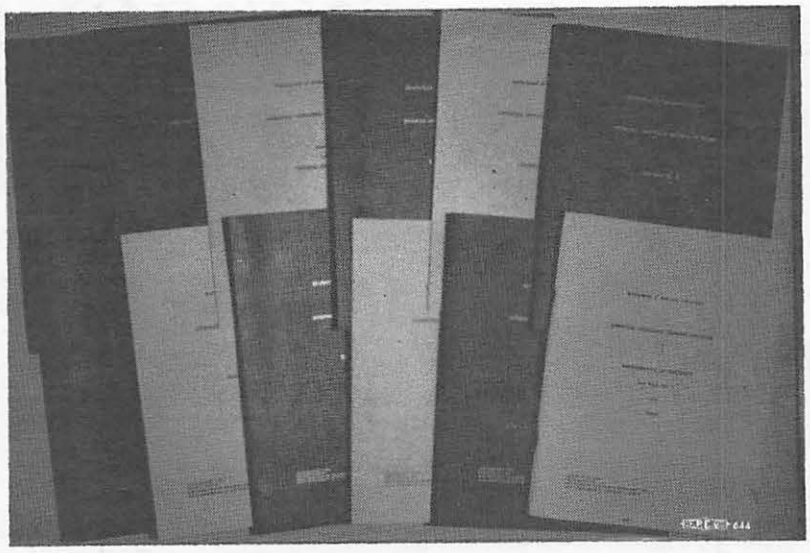

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Mr. C. J. Chamberlain, Secretary-Treasurer
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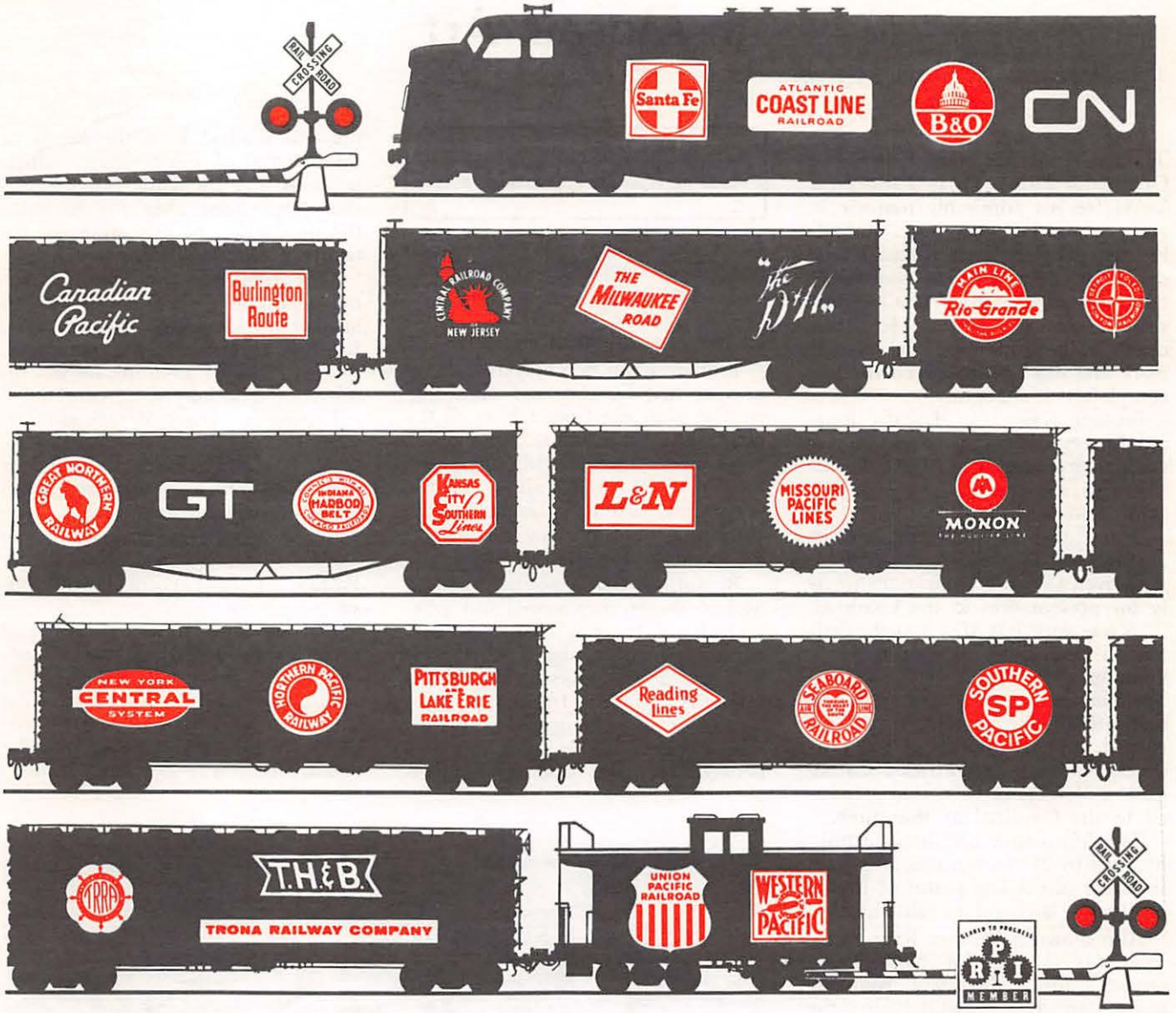

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Journal Correspondent Finds Expression In Mosaic Art

Our hats are off to Brother Thomas J. Ryan, retired 1955, of Greenbush Drive, Hyde Park, New York, for his admirable manner in accepting and overcoming a normally discouraging and disheartening disability; that of being completely confined to a wheel chair while still in his early fifties. He developed a keen interest in mosaic work and has now mastered the art, completely self-taught.

Brother Ryan, our Local's Journal Correspondent, is shown in accompanying photos in his home studio with some of his work in Byzantine mosaic tile.

The Cardinal Spellman portrait is three feet by three feet in size. It was given to two organizations jointly for presentation to the Cardinal. This was done last May 8 at the dedication ceremonies of Regina Coeli Church in Hyde Park, N.Y. Cardinal Spellman performed the blessing and dedication. The mosaic, which included the coat-of-arms of the Cardinal and also St. Patrick's Cathedral of New York City, was presented to the Cardinal at that time.

The Monsignor Sheahan portrait, 3½ feet by 2½ feet in size, was done in honor of the late pastor of Brother Ryan's boyhood parish church.

Also shown is Brother Ryan's cartoon (as designs for mosaics are termed) for a President Kennedy mural to be presented to the late President's parents and family through Senator Robert Kennedy. The Senator has assisted Brother Ryan's project by furnishing needed material for some of its designs and anticipates with pleasure its presentation to him upon completion.

Lining the studio walls are other cartoons for future mosaics. One is a Civilian Air Patrol (CAP) emblem which Brother Ryan will do for Tom, Jr. who is Cadet Commander of Dutchess County (N. Y.) CAP Cadets.

Another is for a Kennedy mosaic to be presented to the Irish Government. As an authentic guide for both Kennedy mosaics, Brother Ryan was furnished, by the Chief Herald of Ireland, with an original handpainted rendering of the special coat-of-arms which the Irish Genealogical office in Dublin granted our late President in 1961.

A man can do anything he sets his mind to, especially a Signalman—Ryan

Brother Ryan not only revives an ancient art, he uses the same Byzantine glass tile from which all the great European cathedral mosaics were made. In fact, this tile is still hand-made by descendants of the very same families who have been turning it out since the middle ages, in small factories in Italy.

Byzantine glass is poured in small ⅜ inch sheets, then scored and broken by hand. It is this irregular broken surface which is placed uppermost in mosaics and gives it the highly reflective quality. Incredible as it sounds, it is estimated that Byzantine tile is available in a range of between 7500 and 9000 different colors and shades! It is the secret of this control of color mixing which explains why the same Italian families have been able to dominate the production of Byzantine tile for nearly a thousand years.

If it seems odd that a former signal maintainer should take up so ancient an art as Byzantine mosaic, Brother Ryan has this comment, "A man can do anything he sets his mind to, especially a signalman."

During his years of railroad service, Brother Ryan has been a B. of R. S. member since 1943 and at the time of his retirement was Chief Signalman of Local 88. Since 1962 he has been historian of the Society of the Friendly Sons of St. Patrick in the City of Poughkeepsie.

We point with admiration and pride to Brother Ryan for adjusting to the challenge in his life in such a worthwhile and interesting way. He apparently is a firm believer in the saying "You may be down, but you're not out."

Brother Ryan is shown at work in his studio. Mosaics described in the article can be seen in this photo.

An Editorial

What Does Your Brotherhood Mean to You?

By President Jesse Clark

LIVING IN THE CONSTANT ATMOSPHERE OF anti-union propaganda and news media that seldom has good words for trade unions, our members sometimes wonder and inquire about what their union is doing for them. Of course, those who may be uncertain or those who are easily influenced or desire to be misled by false prophets have not stopped to think the question through.

Without relating pages of history depicting the accomplishments of trade unions in our Country and, in particular, in our own railroad industry it seems sufficient to say let history speak for itself. But, of course, we cannot live in the past nor can we eat history, nor should we attempt to rest on our laurels. I do believe it fair, however, to advise our readers that they should stop and think.

What does the union mean to you? Let us ask a related question—what does "UNION" or united action mean to anyone or anything? Let us take a few very simple examples to illustrate. What has made America the greatest and most respected Country on earth? Isn't it because we are composed of the several states united for our common good? True, we had to endure many bitter struggles before we became the most powerful Nation ever created. Again, not repeating history, but let us think back a little. Through united action of the first 13 colonies we first became a Nation and were freed from oppression and tyranny that had been imposed upon us by the Lords of Europe. Through this revolutionary action the people became free and were able to legislate for themselves and to determine their own destiny. Was this not a worthwhile effort—we think so. Through your trade unions today we are constantly endeavoring through similar united action to improve our lot and be free to handle our problems and to attain our just rights from employers who are no more willing to grant us our rights than were our masters of the past.

Following that well-earned and much-deserved freedom we encountered many more struggles in our efforts to get ahead and go forward. We had many dissenters and yes, even some traitors, but by our determined action we continued to march on to even greater accomplishments. Later, however, we were required to undergo another great struggle simply because there were many who did not agree with the leadership and/or collective action and some even withdrew from the Union. This added to our burdens and vastly retarded our progress and efforts. However, about four score and seven years thereafter we were again reunited and have continued to march forward ever since. That encounter has proved beyond any doubt that even though we may have differences of opinions and methods of approach to our problems after we have been permitted to express our views and fight out our differences, if it be in the "union hall" or on the battle field, we are better enabled to attain greater accomplishments by working together. In many other lands the workers or masses are not afforded these opportunities.

Now, let us take one more very simple but universal example that is a UNION by wedlock of "man and wife". It has been by their united efforts, their common problems and determination that families are conceived, homes are made, environments are improved, and we are able to raise and provide for our offsprings, all of which it has taken to make America great. In short, the very foundation of our great Country was built by united action and we shall continue to grow and prosper and remain strong and free so long as we remain united.

We must concede, however, that your activities at home in carrying on the business of your union with your wife and family you are not always afforded the equal opportunity to express your views and opinions as you are at the Local Lodge "union" meeting. You are usually prevented or not permitted to express your opinion, but even if you do have, your grievance is seldom properly aired and you never win an argument with the General Manager—the Lady of the House.

It occurs to the writer that the question—what does the union mean to me?—should be reversed. It should be—what do I mean to the union? What am I doing to carry on the work of the Brotherhood? Are you contributing your fair share and do you attend the lodge meetings to assist in solving the problems and in determining policy for the future? The trouble is, in our opinion, we have become too complacent and we are willing to stay at home or enjoy some other pleasures and let "George do it". I feel certain the Brotherhood would mean much more to you if you took an active part. Think of it, it is for our common good and can only enhance your own position.

It has been charged that since the advent of the Union Shop in the railroad industry that the union officers have let up on their activities and interest in the members' welfare. Nothing is further from the truth. In the first place if you sit at home and do nothing but complain about conditions how do you know what your officers are doing? Further, the Constitution of our Brotherhood contains adequate provisions showing how you can change your officers and attain one of these positions yourself. Why don't you "get up against the gun" and see just how easy it is to talk the railroads out of anything. Of course, you can "get loud" and make noise and advocate that we "pull-the-pin" but we must point out that we are governed by federal laws and we intend to comply with them. Anyway results are what counts and not demands or wild charges.

In this connection you should be reminded that your Brotherhood has accomplished more and attained greater achievements in behalf of our membership since the advent of the Union Shop than in any other period in history. Why not count your blessings and then determine—what does the union (your Brotherhood) mean to you today? Then be fair and also determine what have you contributed?

The real problem, as we see it, is the fact that too many of the workers (yes, our own members) have lost, or do not possess the real trade union spirit. They want

and demand everything and are not willing to fight or to make any other sacrifices to attain their desires. In fact, many of them were not even willing to pay their fair share of the cost of attaining the gains already accomplished and they certainly do not look to the future. I once heard a prominent gentleman say that when he wanted advice he consulted with a cheap lawyer. The answer promptly given to this was that "that was exactly the type or kind of advice he received—cheap". In short, not dependable and, I believe we all agree with the old adage that we usually "get-what-we-pay-for".

Of course, another problem is the fact that our younger members have never been required to fight for economic gains. They have become employed by the industry and placed in our department with the proverbial "silver-spoon" in their mouth. Wages and conditions are in existence today that were unheard of a few years past, and it is inconceivable to these young men that they were ever different, and they refuse to look back to see or determine how it all came about. This is good in a very large measure but we believe they should be made to realize that it has not always been "honey and cream". It should be pointed out today, however, that one of our greatest battles is to retain what we have and not permit the railroad to turn the clocks back some 50 years as they propose to do in their counter-proposals to our request for meager advancements as contained in our notices of May 10, 1966.

Your union makes a special effort to keep you fully informed on developments and matters pertaining to your own interest. We even endeavor to furnish you the voting records of your representatives in Congress, not because we desire to influence your political thinking, but we do believe you should have the facts. Certainly after you have been provided with this information you are endowed with sufficient knowledge to determine what is best for you.

We believe, in a great society such as we are permitted to enjoy, we should desire to be considered a part of the tribunal that has helped to create and establish these conditions. Or do we desire to be considered a slacker and forced to participate in activities that are in our own best interest?

I hold next to our Country our labor unions rank next. This, for the simple reason, that the labor unions have contributed so largely to the building of our Country and provided the things we enjoy. Of course, your church and your religion must rank among the top of our many blessings, but you must keep in mind that in many lands that both churches and unions are banned and, wherever these conditions exist, we have poverty and despair.

Certainly, when our Creator placed us upon this earth, together with all of the wonders of nature, he intended them for our enjoyment. Then he pointed the way for us to enjoy them more abundantly by our collective action and in association with each other. Hence, we have our clubs, our lodges, our fraternities, and many other organizations where we may work and enjoy things together. I believe, however, we should give more credit to the trade unions who have in a large measure made all of these things possible. Keep in mind that it was the collective action of the Pilgrims when they first banded together and sailed from Europe to Plymouth Rock on the Mayflower, in 1620, for the purpose of settling and building the land of the free. What better illustration could you have of loyal unity of action.

The answer is, therefore, clear to anyone who might inqure "WHAT DOES THE UNION (YOUR BROTHERHOOD) MEAN TO YOU (THE MEMBER) TODAY". Former President Herbert Hoover once said "The primary duty of organized society is to enlarge the lives and increase the standards of living of all the people."

1966 Wage and Rules Movement

Carrier Demands for Drastic Rules Changes Revealed as Window to the Past

Counter Proposals Filed by the Carriers In Response to Brotherhood Demands Would Set Collective Bargaining Gains Back Fifty Years

THE CARRIERS HAVE ANswered the requests of five "Non-Operating" Brotherhoods, including our Brotherhood—for improvements in wage rates, vacation agreements, holidays, and travel time and expenses for away from home employes—by filing drastic counter proposals demanding rules changes which, President Jesse Clark explained, would take us fifty years into the past.

The carriers proposals demanded the following:

• **Communications of Record** — Establish a rule to provide that the transmission or receipt of train orders, messages of record, and all other types of communications and data shall not be reserved to any particular craft.

All agreements, rules, regulations, interpretations and practices, however established, which conflict with the above shall be eliminated, except that any existing rules, regulations, interpretations or practices considered by the carrier to be more favorable may be retained.

• **Compulsory Retirement** — All employes subject to the provisions of this agreement who are seventy years age or over must retire from active service no later than ninety days subsequent to the effective date of this agreement. Thereafter, the mandatory retirement age shall be progressively lowered until it is 65 in accordance with the following schedule:

July 1, 1967.....69 years of age
January 1, 1968..68 years of age
July 1, 1968.....67 years of age
January 1, 1969..66 years of age
July 1, 1969.....65 years of age

Existing agreements which provide for retirement at an earlier age than herein set forth remain in full force and effect.

All agreements, rules, regulations, interpretations and practices, however established, which conflict with the above shall be eliminated, except that any existing rules, regulations, interpretations or practices considered by the carrier to be more favorable may be retained.

• **Forty-Hour Work Week Rules**—

A. Eliminate all agreements, rules, regulations, interpretations and practices, however established, applicable to the forty-hour work week which are in conflict with the rule set forth in Paragraph B.

B. Establish a rule to provide that:

1. The normal work week of regularly assigned employes shall be forty hours consisting of five days of eight hours each, with any two consecutive or nonconsecutive days off in each seven. Such work weeks may be staggered in accordance with the carrier's operational requirements.

2. Regular relief assignments may include different starting times, duties and work locations.

3. Nothing in this rule shall constitute a guarantee of any number of hours or days of work or pay.

4. Work performed by a regularly assigned employe on either or both of his assigned rest days shall be paid for at the straight time rates, unless the work performed on either of the assigned rest days would require him to work more than forty straight time hours in the work week, in which event the work performed on either of his rest days in excess of forty straight time hours in the work week shall be paid for at the rate of time and one-half.

5. Any overtime worked by the employe will be computed into straight time hours and be used for purposes of determining when he has completed his forty-hour work week but not for the purpose of determining when the time and one-half rate is applicable.

All agreements, rules, regulations, interpretations and practices, however established, which conflict with the above shall be eliminated, except that any existing rules, regulations, interpretations or practices considered by the carrier to be more favorable may be retained.

• **Entering Rates** — Establish a rule, or amend existing rules, to provide that the entering rates of pay for the employes represented by the organizations signatory to this agreement shall be 80 percent of the established rates, with increases of 4 percent of the established rate effective on completion of the first and each succeeding year of compensated service until the established rate is reached.

All agreements, rules, regulations, interpretations and practices, however established, which conflict with the above shall be eliminated, except that any existing rules, regulations, interpretations or practices considered by the carrier to be more favorable may be retained.

• **Elimination of Sick Pay Rules** —The Congress having provided for the payment of sickness benefits in amendments to the Railroad Unemployment Insurance Act, it is proposed that:

> All agreements, rules, regulations, interpretations and practices, however established, providing for compensation when employees are absent because of sickness, or that vacancies resulting from absence from duty because of sickness be filled, be eliminated.

All agreements, rules, regulations, interpretations and practices, however established, which conflict with the above shall be eliminated, except that any existing rules, regulations, interpretations or practices considered by the carrier to be more favorable may be retained.

• **Prohibition Against Multiple Time and one-half payments on Holidays**—Under no circumstances will an employe be allowed more than one time and one-half payment for service performed by him on any day which is a holiday.

All agreements, rules, regulations, interpretations and practices, however established, which conflict with the above shall be eliminated, except that any existing rules, regulations, interpretations or practices considered by the carrier to be more favorable may be retained.

• **Emergency Force Reductions**—Establish a rule or amend existing rules to provide that in the event of a strike or emergency affecting the operations or business of the Carrier, no advance notice shall be necessary to abolish positions or make force reductions.

All agreements, rules, regulations, interpretations and practices, however established, which conflict with the above shall be eliminated, except that any existing rules, regulations, interpretations or practices considered by the carrier to be more favorable may be retained.

• **Monetary Claims**—Establish a rule to provide that no monetary claim based on the failure of the carrier to use an employe to perform work shall be valid unless the claimant was the employe contractually entitled to perform the work and was available and qualified to do so, and no monetary award based on such a claim shall exceed the equivalent of the time actually required to perform the claimed work on a minute basis at the straight time rate, less amounts earned in any capacity in other railroad employment or outside employment, and less any amounts received as unemployment compensation.

Existing rules, agreements, interpretations or practices, however established, which provide for penalty payments for failure to use an employe contractually entitled to perform work shall be modified to conform with the foregoing, and and where there is no rule, agreement, interpretation or practice providing for penalty pay, none shall be established by this rule.

All agreements, rules, regulations, interpretations and practices, however established, which conflict with the above shall be eliminated, except that any existing rules, regulations, interpretations or practices considered by the carrier to be more favorable may be retained.

• **Carriers' Vacation Proposal**—Effective January 1, 1967, Article 6 of the December 17, 1941 Vacation Agreement, shall be amended to read as follows:

> "6. The Carrier may at its discretion blank the position of a vacationing employee or provide a vacation relief worker. If the Carrier decides to blank the position of a vacationing employee, those empolyees remaining on the job will perform the duties of the vacationing employee without additional expense to the Carrier and such arrangements shall not constitute an infringement of rights of any employees."

Effective January 1, 1967, Article 10(b) of the December 17, 1941 Vacation Agreement, and all interpretations thereof, shall be abrogated.

All existing rules, regulations, interpretations or practices however established, in conflict with the foregoing rule shall likewise be abrogated.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
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Tel. MUlberry 5-2713

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Renew Push for Coverage Under Hours of Service Law

TWO BILLS, H.R. 8476-MACdonald and S. 2180-McGee, have been introduced in Congress to improve the provisions of The Hours of Service Act which provides limitations on the hours of service certain railroad employes may safely work.

Shortly after the introduction of the House Bill, an amendment was offered to include signalmen under provisions of the Act. This action, taken by the Brotherhood's Grand Lodge was in accordance with the provisions of resolutions presented and adopted in Conventions.

The Railway Labor Executives' Association supported the introduction of the Bills and the subsequent amendment and our Brotherhood's President, Jesse Clark, was recently called upon to testify before the United States House of Representatives Subcommittee on Transportation and Aeronautics of the Committee on Interstate and Foreign Commerce to support the request for the inclusion of signalmen for coverage under the Act.

In his testimony before the Committee, President Clark pointed out that the purpose of the Law, enacted March 4, 1907, as stated in its preamble is "an Act to promote the safety of employes and travelers upon railroads by limiting the hours of service of employes thereon."

Purpose of The Act Reviewed

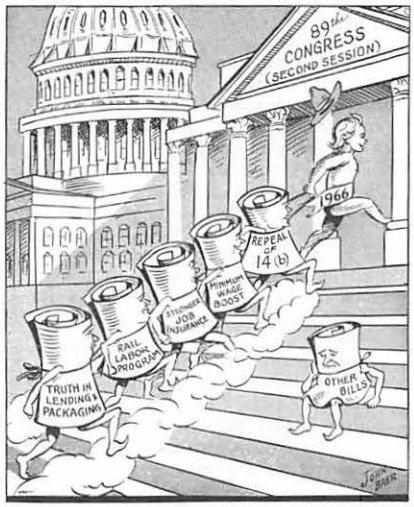
The Act, he added, "was intended to promote safety of train operations by preventing the excessive mental and physical strain which usually results from remaining too long at an exacting task. It was to prevent the dangers which must necessarily arise to the employe and to the public from continuing a person in a dangerous and hazardous business for periods so long as to render him unfit to give that service which is essential to the protection of himself and those entrusted to his care."

This Act was enacted by reason of the many casualties in railroad transportation which resulted from requiring the discharge of arduous duty by tired and exhausted men whose energies and powers were so weakened by overwork as to render them inattentive to duty or incapable of discharging the responsible labors of their positions.

Endorsing the bills and amendments as proposed, Clark emphasized that signalmen are directly connected with the movement of trains. "The importance of their work to the safe operation of trains cannot be overemphasized and it is vitally necessary," he added, "for the protection of the traveling public, for the protection of other employes, and for the protection of the signalmen themselves, that their hours of service be limited and that they be accorded a sufficient amount of rest within a 24-hour period."

Automatic block signal systems, traffic control systems, train stop, train control and cab signal systems, interlocking systems, rail-highway grade crossing protection, automatic classification yards, hot box detectors, broken flange detectors, and other similar appliances and systems, are the responsibility of the signalmen to construct, install, test, inspect, repair and maintain. Clark declared that these railroad systems are becoming more complex and refined, and longer and faster trains are being operated than ever before. "It is more important than ever that signalmen be included in the Hours of Service Act," he added.

"The railroad has made many technological changes and improvements in railway signaling during the period since passage of the Hours of Service Act. For example, in the last 50 years the railroad industry increased its mileage of automatic block signal over 100 percent.



Traffic control systems, and train stop, train control and cab signal systems were virtually unknown in 1907. Today they are installed on a substantial number of miles of track," Clark advised.

Clark cited statistics prepared by the Interstate Commerce Commission pertaining to train, interlocking, and train communication systems used on the railroads of the United States. The report of January 1, 1951 shows there was traffic control systems on 11,171 miles of road and 12,357 miles of track. There was a gradual increase each subsequent year. The report of January 1, 1963 shows that trains operate on signal indication only without train orders on a total of 33,739 miles of road and 39,918 miles of track. The report of January 1, 1965, shows 35,544 road-miles and 42,282 track-miles of traffic control system in service in the United States.

Under the CTC or T.C.S. system, safety of railroad operations is completely dependent upon the continuous functioning of the signal system as intended and the unfailing display of proper signal aspects. It is axiomatic that a signal system is no better than the maintenance afforded it. And it follows that no fatigued signalman should be permitted to work on a signal system when his mistakes may result in signal failures or display of improper aspects which could lead to catastrophic derailments or collisions.

Role of Signaling Explained

Emphasizing that all aspects of railway signaling must be properly constructed, installed, r e p a i r e d, maintained, and inspected, Clark pointed out that if faulty workmanship should lead to the malfunctioning or non-functioning of those safety devices, dire consequences could result. "The most obvious example," Clark added, "is a signal which displays a proceed indication when, because of the presence of another train on the track ahead, it should show a stop indication. Such a peril-laden situation could be brought about by the inadvertent switching of two wires which in the intricate and involved signaling circuits may be only a fraction of an inch apart.

"The signalman's job must be per-

formed with utmost accuracy. The facilities upon which he works, and the instruments with which he performs his tasks, are highly complicated and are becoming more so as time goes by. They demand of him not only a great degree of skill, but, what may be ever more important, a physical and mental state of constant alertness and attention to duty.

"A signal system does not have inherent safety factors as a natural and inseparable quality. Any human error, particularly on the part of a signalman, can drastically affect the intent and purpose of a signal system. It is obvious, then, that an employe must be in full possession of his faculties to safely install, maintain and test such equipment. A signalman worked excessive hours in either the construction or maintenance of signal systems may make errors in the intricate wiring or adjustment of those devices which would circumvent the safety functions of the system."

The present law covers those classes of employes, such as interlocking operators, towermen, and levermen, who operate the signaling equipment that is installed and maintained by signalmen. This equipment is so designed as to prevent operators making a mistake and establishing conflicting routes for trains. The interlocking machines are equipped with locks designed to prohibit conflicting routes for trains being established by the operator. In addition, electric circuits lock all switches and signals conflicting with a train movement until the movement has been completed. Signalmen, not covered by the present law, install, test, inspect and maintain such equipment and circuits. There is no existing protection against the signalmen making an error caused by fatigue or exhaustion, while maintaining the equipment which could render the abovementioned safety devices completely ineffective.

Emphasizing the need for proper coverage under the law, Clark added that "signalmen are directly concerned with the movement of trains in another important fashion. In order to perform their duties of inspecting and maintaining the signal systems they must travel from point to point on the railroad riding on track motorcars. Generally the track motorcars are operated under what are called "line-ups"; that is, the signalman obtains from the dispatcher a list of trains and the approximate time they are expected to operate on the territory where he is to work during certain periods. Normally the train crews have no advance information of the presence of track motorcars on the track over which the trains are running. The track car is insulated and does not actuate the signals. The signalman has the responsibility of getting his car off the track when a train approaches. He must constantly be alert to the possibility of a collision with a train, not only for his own protection and the protection of the equipment in his charge, but also because of the threat of serious damage to the engine and train and to its occupants. Collisions between track motorcars and trains are numerous and many derailments of engines have occurred as a result thereof.

"Evidence of the dangers of track motorcar operation is contained in the Interstate Commerce Commission's Railroad Accident Investigation Report No. 3518 dated July 1, 1953, made in connection with a track motorcar-passenger train accident on the Texas and New Orleans Railroad on May 28, 1953, which resulted in the death of one employe. The report stated that since January 1, 1944, the Commission has investigated 45 collisions involving track cars which resulted in the death of 81 persons and the injury of 144 persons.

"In a similar report, No. 3996 dated January 22, 1964, which involved a similar collision on the Santa Fe Railroad at De Soto, Kansas, on June 21, 1963, resulting in one death, it was noted that during the past 10 years the Commission had investigated 52 such accidents that resulted in 63 deaths and 111 injuries. From the foregoing, it can be seen that signalmen are in constant danger when operating a track motor car, and it is increasingly important for such employes to be mentally alert at all times because of the fact that trains are being operated at greater speeds then before. Some track motorcars have been replaced with highway vehicles but this does not lessen the importance of signalmen being mentally alert at all times because of the fact that operating a highway vehicle today on public roads requires that the operator be physically and mentally alert. The necessity for such alertness increases as traffic becomes more congested and generally faster.

In stressing the importance of proper coverage for signalmen Clark explained how signalmen are frequently required to work excessive lengths of time. There are numerous instances where signalmen have been required to work exceptionally long hours at their vital and exacting work. He cited examples where signalmen have been on duty from 16 hours to as many as 32 hours without rest. There are examples, he said, of signalmen working in excess of 16 hours within 24, for three, four or five days in succession. "These not unusual examples are ample reason for the inclusion of signalmen within the scope of employes subject to the Hours of Service Act," he declared.

At the present time signalmen may be required to work an indefinite number of hours consecutively, or they may be released after a normal tour of duty of 8 hours, and shortly thereafter be recalled to work without regard to whether or not they have had sufficient off-duty time for rest and recuperation of their physical and mental faculties. Maintainers who are assigned to outlying territories are not infrequently called upon at times, when snow storms interfere with the proper functioning of the signal systems, to go in excess of 24 hours without sleep. Signalmen are frequently required to work relief shifts of eight hours after having completed their own regular eight hour assignments. There have been many cases where second and third trick signalmen's assignments have been abolished, and signalmen who have already performed eight or more hours of service, have been called outside their regular tours of duty to perform work formerly done by em-

Accidental Deaths

Deaths caused by accidents other than traffic accidents during the first three months of this year took 14,900 lives, the National Safety Council reported recently.

Home accidents took 7,900 lives, representing a 2 per cent increase over the 1965 figures.

Death caused by recreational activities and in public places (not associated with mortor-vehicles) accounted for 3,650 of the fatalities, a decrease of 1 per cent from last year's figure.

Deaths from work accidents totaled 3,350, unchanged from last year's total for the same period.

(Fatalities due to motor-vehicle accidents, previously reported by the Council, rose 7 per cent in the first quarter of 1966, from 9,980 to 10,710.)

The fatality figures are approximations, based on reports made to the Council by the states.

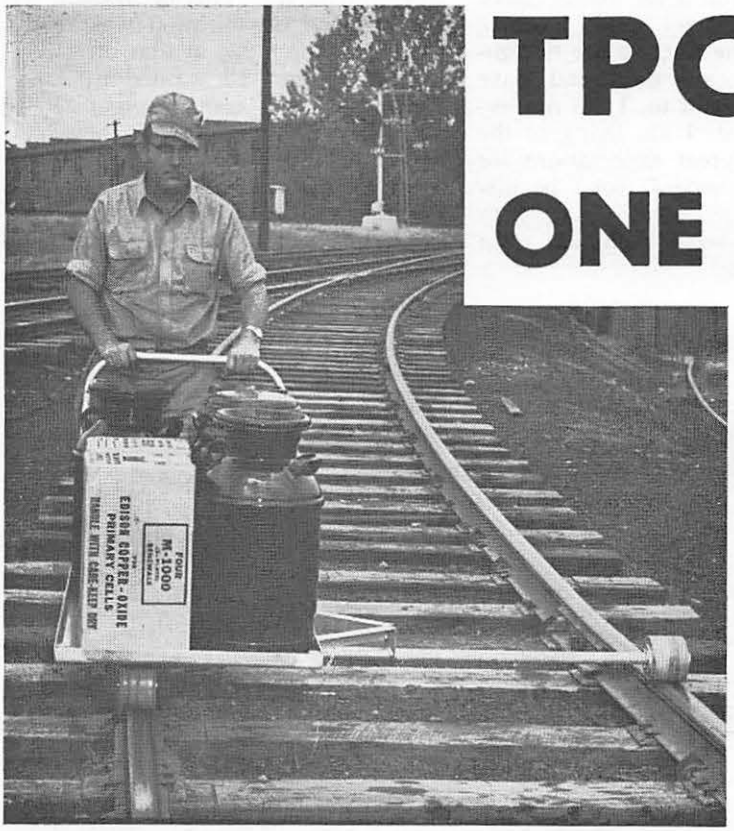
ployes on the abolished tricks. Such occurrences are on the increase because of the drastic reduction in railway signal maintenance forces which has resulted in fewer men being required to take care of the signal systems. "It is obvious," Clark pointed out, "that a signalman is under a greater physical and mental strain when his maintenance territory and work load is increased in size. Such increase in responsibility makes it increasingly important that he be protected against being worked an excessive amount of time.

"When an employe performs the complicated and mentally demanding work required of signalmen, and the preservation of lives and expensive equipment and cargoes is dependent upon the accuracy with which he performs that work, it is unthinkably hazardous to cause him to work beyond 16 continuous hours, or to deny him a rest period of 8 hours out of 24. This is increasingly important because of the fact that many maintenance signalmen work alone in all kinds of terrain and weather, day and night, winter and summer."

Clark also pointed out that while there has been a decline in the number of signal employes over the past several years there has been a substantial increase in the number of signal failures. He added that annual reports of the ICC show that there were 23,884 false restrictive failures of railway signals during the year ending June 30, 1961; 27,047 in the year ended June 30, 1962; 27,173 in the year ended June 30, 1963; and a tremendous jump to 28,456 for the year ended June 30, 1965.

"Many such signal failures," Clark explained, "are investigated and repaired outside regular working hours, by employes who have been called for overtime work after having completed their regular 8-hour tour of duty. It is obvious that the average number of such failures being corrected each year by one person is increasing. Including signalmen in the Hours of Service Act would protect them from having such failure investigation work reach the danger point, if it has not already reached such a point.

"The proposed legislation, by including signalmen within the coverage of the Hours of Service Act, would be consistent with the original purpose of the law—to promote the safety of employes and travelers upon railroads. It would expand the coverage of the law to include an additional group of employes directly connected with the movement of trains. There is no gain in job opportunities or in compensation for the employes whom the proposed legislation would affect. There should be no increase in labor costs to the railroads as a result of this legislation. The sole purpose of the proposal is the promotion of safe working conditions and the safety of train operations," President Clark concluded.



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Union Brother of Peter J. McGuire Throws Light on Labor Day Founder

by Frank Duffy

Editor's Note: The author, long-time secretary of the Carpenters who died in 1955, recalled his associations with Peter McGuire at ceremonies on August 9, 1952 at Mechanicsville, N.J. dedicating the McGuire Memorial.

When I say I knew Peter J. McGuire well, that is putting it mildly —very mildly. We were very closely associated with one a n o t h e r for years and years.

I saw in a paper a short time ago that Peter McGuire was born in Dublin, Ireland. Well, it would not be any harm if he had, but the fact is he was born in New York City. Another magazine had it that he died in 1914. Wrong again; he died in Camden, New Jersey, February 18, 1906, but you know the Freedom of the Press gives these fellows all the leeway they want but seldom or ever will they correct misstatements or mistakes.

McGuire was a great supporter and advocate of Free Press and Free Speech and would jump to their defense at a moment's notice. Where Freedom was involved you could count on his support everlastingly. In August 1881 he organized the Brotherhood of Carpenters and Joiners of America-now one of the largest and most influential International Unions, not only in America, but in the entire world.

The following year 1882 he was a D e l e g a t e from the Carpenters' Union of New York City to the Central Union of that city.

On May 8, 1882 he proposed to the Central Labor Union of New York City that:

"One day in the year be designated as Labor Day and be established as a General Holiday for the working people."

In support of that proposition he spoke with vim, grit, determination and all the strength and vigor at his command, kindly, friendly, forcibly and patriotically, first, last and all the time as a pioneer, as an American, as a lover of Liberty and as a good citizen.

What did he say? I have not time at my disposal to tell it all to you now. A few sentences from that famous speech will suffice as far as I am concerned. He said:

"Labor Day should be observed as one festal day for tribute to the genius of American Industry.

"It should be dedicated to peace, civilization and the triumphs of industry.

"It was reserved for this country and the American People to give birth to Labor Day and in this way honor the Toilers of the Earth who from rude nature have carved all the grandeur we behold."

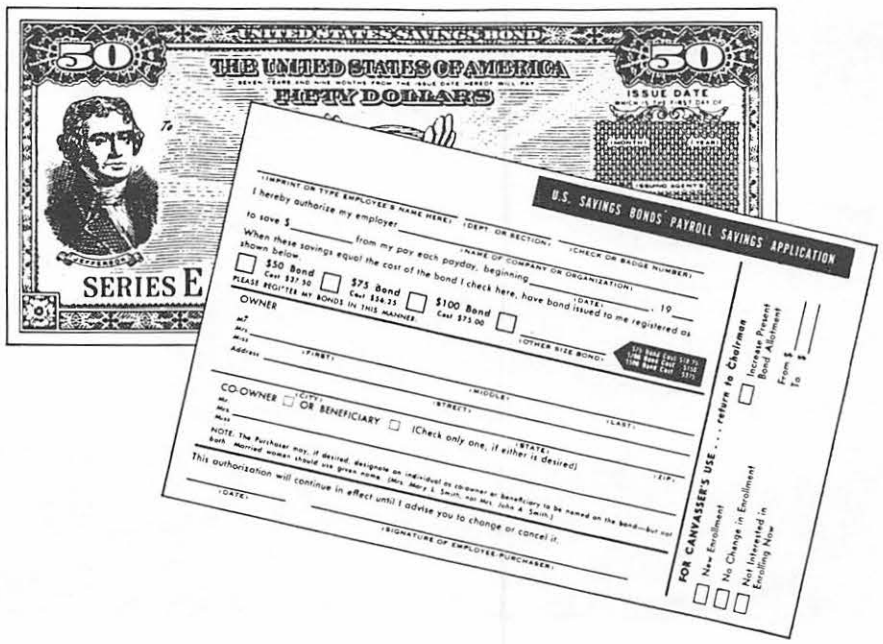
I consider that speech equal to and comparable with the brilliant never-to-be-forgotten and now famous address of President Abe Lincoln at Gettysburg. In fact, I consider those two speeches to be the best pieces of literature we can place before young America in our Public Schools today.

I can tell you a lot about Labor Day both ancient and modern, but where's the use, we are not going back to cave days and slave days. I don't want to; I am not living in the past. I am living in the present with great expectations for the future. I hope I won't be disappointed.

Labor Day became popular right away. In a few years it was celebrated in cities, towns and villages all over the country. It was made a legal holiday by Act of Congress and that Act was signed by President Cleveland on June 28, 1894. All the credit, all the praise, all the honor, all the glory go to Peter J. McGuire, **F a t h e r of Labor Day.** This beautiful monument now being dedicated is a certificate to that effect from those who knew and loved him best.

He had other things to combat. At that time the working day was from dawn to dark. The ten-hour work day was demanded. It was a long drawn out affair but eventually won.

In 1884 a demand was made for an eight-hour day. This was thought ridiculous and out of reason. It seemed no organization was ready to make the move in that direction, although they all wanted it. They were not well enough organized—they were not prepared—they had practically no funds. The Executive Council of the American Federation of Labor was then authorized to select the union to inaugu-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This authorization will continue in effect until I advise you to change or cancel it.
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rate the eight-hour day and at a meeting of that body held in New York City, N.Y. on the 17th of March, 1890, the United Brotherhood of Carpenters and Joiners of America was selected as the best organized and equipped union to do the job.

McGuire the leader was notified by Sam Gompers, President of the American Federation of Labor, clear and definite that it must go into effect on May 1, 1890.

Peter got busy right away. He had to. He had not much time to prepare — about 6 weeks. Eight hour conventions were called in several of the large cities and Peter McGuire the leader had to be there.

The short hour day, the eight-hour day was a success and why not? The carpenters were good soldiers; they obeyed orders, they won the shorter work day quicker than they thought.

McGuire was a great fellow — a wonderful man — active, wide-awake and up to date on everything affecting the wage workers. He was well educated, well read and well balanced. He was rather of a quiet and retiring disposition; he was the gentleman of Labor. He wanted to settle all misunderstandings, controversies and disputes in a quiet manner by mediation, conciliation and arbitration. He was opposed to strikes. He did not want to strike. He advised against strikes. It was only when all other means failed when the employer and his representatives refused to meet and talk with the men that he consented that they should strike.

He was a good speaker, a brilliant orator, few could equal him. He was a great debater and a good writer. When a boy in New York City he picked up the German language on the East side playing marbles with his German playmates and became proficient in its use.

Many a time when addressing carpenters meetings and knowing that many Germans were present who did not understand the English language very well he would switch from the English to the German language and thereby capture the house. They cheered him to the echo.

He had a charming personality and a pleasant disposition. He was full of wit and humor and thus the meetings were turned into friendly, entertaining, educational affairs, pleasing to everybody. I say without hesitation he left his footprints on the sands of time.

Peter J. McGuire in the Great Beyond I am thankful and grateful to the General Officer and Members of the General Executive Board of this great organization for giving me, your old friend, chum, pal and co-worker of the long ago a chance and an opportunity to tell the public, plain, clear and definite and the world at large that you tried during the short time you lived to make this world better than you found it.

You will be remembered for all time to come. The greatest of the great and the mightiest of the mighty will pass away; statesman will be forgotten but you will be kindly and lovingly remembered forever and forever by the men, women and children of Labor for whom you have done so much.

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CHILD PSYCHOLOGY

"Aunt Susan won't kiss you with that dirty face, child."

"Is it all right if I keep it dirty until Aunt Susan leaves?"

A self made man is often a big argument against do-it-yourself.

INFANTILE THOUGHT

It's nice to be a baby.

You can get away with almost anything.

One reason experience is such a good teacher is that she doesn't allow any dropouts.

CANINE KOOK

Advertisement in window of pet shop: "Fox Terrier—Cheap! Obedience School Drop-out."

The most dangerous part of today's auto is the cigarette lighter.

AWKWARD AGE

That terrible time is defined as the period of existence when a young lady is too old to count on her fingers and too young to count on her legs.

Soaking a wedding ring in dishwater three times daily makes it last longer.

ON THE WRONG TRACK

Stewardess: "Sir, this airplane is headed for Hawaii. Your ticket is stamped New York."

"Oh-my-gosh. Doesn't the pilot know the way to New York?"

The most influential handclasp is that of a grandchild around the finger of a grandparent.

PROOF POSITIVE

After returning home each day, he sprayed his front door with oil.

One neighbor watched this for several days, but he could no longer hold back.

"Why do you use that stuff on your door?"

"It keeps the lions out of the neighborhood."

"But there isn't a single lion anywhere near here."

"Of course not. This oil really works!"

Even if a farmer intends to loaf, he gets up in time to get an early start.

PAYS TO BE POLITE

"May I kiss your hand?"

"Why, is my face dirty?"

COUNT ON MOM

A teacher said, "James, suppose your mother made a peach pie, and there were ten of you at the table—your mother, father, and eight children. How much of the pie would you get?"

James replied, "A ninth, ma'am."

"No, no, James. Pay attention," said the teacher, "there are ten of you—ten, remember. Don't you know your fractions?"

"Yes, ma'am," said James. "I know my fractions, but I know my mother too. She says she didn't want no pie."

The average married couple has already spent next year's salary, and hasn't paid this year's bills.

PRACTICAL

"Timmy," said the lady next door, "I heard that your brother got rid of his appendix."

"I think so. He outgrew 'em and I guess I'll have to wear 'em now."

I believe in getting into hot water; I think it keeps you clean.

MUSIC HATH CHARM(?)

"Dig this combo, Daddy?"

"Yes, daughter. It sounds like a truckload of ducks that collided with a car full of teenagers all singing a different song."

The average fellow is not looking for a man he can trust, but a man who will trust him.

PREPOSITIONS — PREPOSTEROUS

Never end a sentence with a preposition.

That's the rule.

So that's what I'll never end a sentence with.

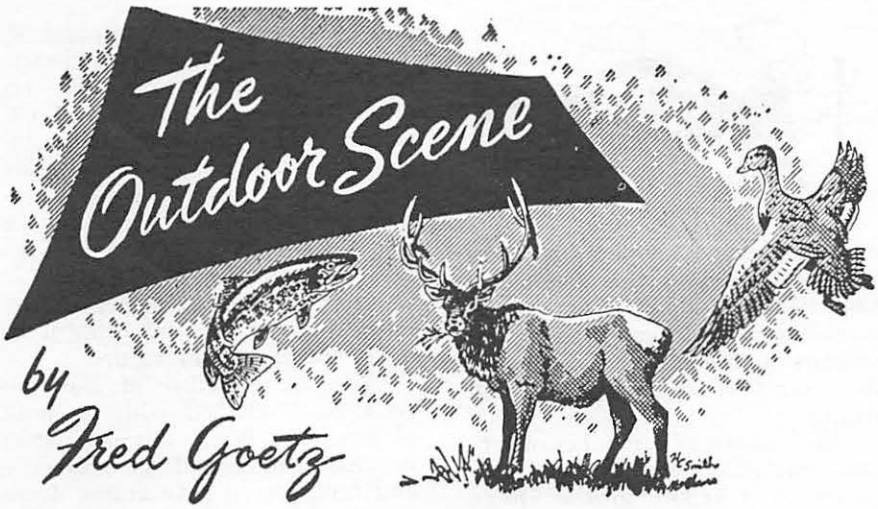
The end of school brings home to parents what teachers have known for nine months.

SENSE YOU WENT AWAY

"How do you spell 'sense'?"

"What kind—common, or dollars and cents?"

"Neither. I mean I haven't seen my friend 'sense' last month."



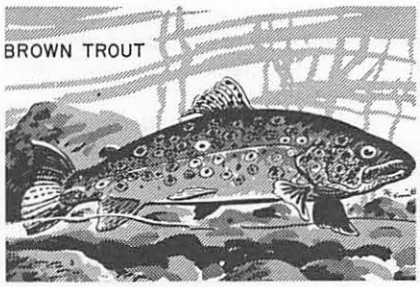
ACCORDING TO A RECENT letter and photo from Merle W. Flinn of Fairbury, Nebraska, a member of Local 8, and carrier maintainer for the U.P. R.R. Co., the fishing is good in southeast Nebraska, especially in the Little Blue River.

It was in a deep pond of the Little Blue that Merle optimistically cast a perch bait. He had a hunch and his hunch paid off as his enclosed photo demonstrated. Here's Brother Flinn with his two grandchildren—Sheryl and Dwane. That dark object, hanging on the wire fence, is a 33 pound catfish that went for Merle's rigged perch—hook, line and sinker. And that looks like "top cat" for the season in Outdoor Scene. Anybody got a larger one to report?

Brother Mike Flinn and grandchildren are shown here with prize catfish.

Gil Bryson of Albuquerque, New Mexico says he took a trout from the Pecos River but is at a loss as to just what kind it is—German Brown or Eastern Brook. First off, let me say, Gil, that I do not think you'll find any brookies in the Pecos although there have been some nice sized German Browns taken from the river. As we recall, 11 year old Junior Sparks, whose dad is a signal maintainer on the Santa Fe Railroad and a member of the B. of R. S., nipped a 22 inch brown from the Pecos near Rowe, New Mexico.

As you may know, the Eastern Brook is not a true trout; it's a char, which, along with the Mackinaw and Dolly Varden, is closely related to the trout family. True trout are German Browns, Rainbow and cut throat.



The German Brown is golden-brownish with dark brown or black spots on the body, and on the dorsal and adipose fins. Usually no spots appear on the tail fin. Many body spots, especially those below the lateral line, are edged with pink, red, or orange, forming rings or halos.

The Eastern Brook, probably the most colorful of chars, is dark green above, with worm-like markings on the back and dorsal fin. Cream and red spots appear on the sides, with red spots bordered with blue. The lower fins are reddish, the leading edges bordered with a white and black stripe. It must be noted that the scale count of the brook trout, as in all the chars, is considerably higher than the true trout. The scales of the char are much smaller and the skin much thinner, almost velvet-like in texture.

Brother Ernest J. Miner of Bellwood, Illinois, says that Pelican Lake, about six miles northwest of Ely, Minnesota, is standing the test of time for finny merits. He sent in the accompanying photo of his brother (snapped in the summer of 1955) with three nice pike from Pelican—two 6 pounders and an 8 pounder. All were duped via the casting method, using Johnson daredevil spoons. Pelican Lake, in northern Minnesota, east of the Little Fork River, is still producing chunky pike.

Photo taken in 1955 shows catch taken from Pelican Lake.

Mrs. William Follemer of Cedar Rapids, Iowa recalls a good trick her dad had for bringing squirrels out into the open. She writes: "Dad used to say that squirrels were the most curious animals in the world. When he'd take us hunting, we would look for a brushy, a very brushy and quiet place in a patch of nut trees. There we would take cover and wait. Then he would throw small sticks or stones, gently, as if they were falling from the trees. Eventually the squirrels had to see what caused the commotion and they would come easing down the tree trunk. We usually had squirrel stew that evening."

When A. Hunter took that bird home last scattergun season I bet it was a tough old bird. I'm referring to a Canadian goose, shot in Maryland, that was identified as a Maine-tagged honker that was rounding out its 20th year—on, and above, this old earth. According to our records, this is the oldest wild

Canadian goose downed on the east coast.

Canadian Goose

It must be noted, however, that Canadian geese live to a much greater age in captivity. We are told by the Fish and Wildlife Service that a pair lived in captivity in Marion, Ohio to the ripe old age of 75—and the hen was known to lay eggs and raise young until she was 63.

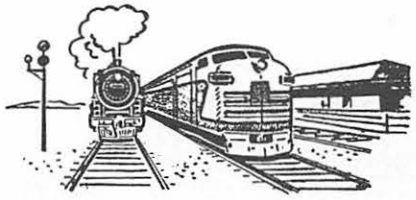
Getting back to that "old honker," shot in Maryland, it's remarkable when one considers that this winger lived in the wild so long—surviving the Eskimo egg hunters, the gangs and claws of natural predators, and the guns of the hunters. It was banded in the spring of 1945.

Krocadile Lure

Brotherhood members and members of their families can earn a pair of the illustrated KROCADILE fishing lures by sending in a clear snapshot of a fishing or hunting scene—and a few words telling us what the photo is all about. Send it to: Fred Goetz, Dept. SJKR, 0216 S. W. Iowa, Portland, Oregon. Please mention your local number. Of course, retired members are eligible.

ICC Sharply Criticized For Lag in Rail Safety

Backing charges made by the rail unions, the House Committee



on Government Operations has called on the Interstate Commerce Commission to abandon a program combining the duties of safety inspectors and car-service agents in the section of railroad safety and service.

This was one of a number of recommendations made by the committee in a report to the House expressing grave concern over the continuing heavy toll of accidents on the rails, and calling for greater efforts by the ICC to enforce safety measures.

From an investigation of ICC operations in the field of rail safety by a subcommittee headed by Rep. Jack Brooks (D., Tex.) the committee concluded that "little has been accomplished toward reducing railroad accidents in the past 10 years" and found "the ICC has not used the resources delegated to it in such a manner as to best carry out its responsibilities in improving railroad safety."

Vigorously opposed by the rail unions, the Commission's attempt to combine the safety inspector and car-service duties, on grounds of "economy and efficiency" has "compromised the effectiveness of both types of work," and failed to produce "expected economies," the committee declared.

"While it might be desirable to have employes who can perform several duties, there is a fundamental fallacy in the consolidation of car service and railroad safety duties," the committee emphasized. "Car service is essentially a clerical records inspection task that requires little or no mechanical expertise, while railroad safety inspections demand a considerable knowledge of the mechanical operations of equipment. Also, in the role of car-service agent, the duties are cooperative in nature, while in the role of railroad safety inspector the duties are enforcement or more antagnostic in nature.

"The consolidation of the two positions is clothed with an aura of economy. While this committee is vitally interested in efficiency and economy in government agencies, it does not favor economizing at the expense of public safety. Even the expected economies have not materialized. More money is being spent for less inspections and the same number of casualties."

The committee also hit hard the assignment of additional employes to the car-service section, rather than the section of railroad safety; a decrease in safety inspectors in contrast with the increase in supervisors, and the de-emphasis of enforcement responsibility. In effect, the safety activities were found to be top-heavy with "chiefs" while lacking in "indians."

In addition to recommending abandonment of the "crossbreeding" of safety and car-service inspectors, the committee called on the commission to:

- Completely reorient the railroad safety program to emphasize enforcement and bulwark it with additional inspectors in the field under an experienced chief inspector and free of office-type procedures.
- Overhaul accident reporting procedures.
- Actively promote the adoption of effective employe safety programs on all railroads.
- More effectively use the penalties provided for violations of safety statutes. Under the present set-up, the committee said, it is "often cheaper for the carrier to run the risk of paying a fine than to locate and repair defects."
- Take the lead in an effort to curb grade crossing tragedies by seeking with state and local authorities a solution to the problem of enforcement of safety standards at rail-highway crossings. Also require reflective markings on the sides of freight cars in order to warn vehicle drivers at night.

RRB Releases 1965 Annual Report

The Railroad Retirement Board's *Annual Report* for 1965 has been released and is now available to the public. Requests for copies should be directed to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price per copy is 60 cents.

The Report summarizes the financial, administrative, legislative, and legal developments in the programs under the Railroad Retirement and Railroad Unemployment Insurance Acts during the 1964-65 fiscal year. It also includes a statistical summary of operations under the programs and statistical tables on selected characteristics of benefits and beneficiaries.

Management Torpedoes Supplemental Pensions

Railroad managements were accused today by the Railway Labor Executives' Association of running out on commitments and torpedoing an effort to achieve labor-management cooperation.

The charge was levelled in a letter sent to the nine-man administrative committee of the carrier presidents who compose the National Railway Labor Conference, the negotiating arm of the railroads. The letter was signed by G. E. Leighty, chairman of the RLEA, on behalf of 22 affiliated unions representing substantially all employes on the railroads.

Leighty's letter recalled that in January 1965 the RLEA adopted a resolution advocating acquisition and operation of U.S. railroads by the federal government, so as to improve service to the public, and also because of "the intolerable state to which labor-management relations in the industry had deteriorated."

Later the RLEA deferred further action on the resolution after a number of railroad management leaders made public statements advocating "top-level consultations between management and labor to give cooperative attention to all problems of mutual concern in the industry."

"That development led us to believe that a period of enlightenment might have dawned in management circles," Leighty's letter continued. "We accordingly made public announcement of our determination to pursue the cooperative course to which we thought we had been invited."

Leighty said that as a "practical trial" of this course, the unions delayed introduction in Congress of planned legislation for pensions supplemental to benefits paid under the Railroad Retirement Act and similar to those provided in other major industries through collective bargaining agreements.

The RLEA initiated conferences with leaders of the Association of American Railroads to see whether a cooperative program could be worked out on supplemental pensions. Later, the RLEA was informed that J. E. Wolfe, chairman of the National Railway Labor Conference, had been authorized to head up negotiations with the unions on the subject.

A series of conferences with Wolfe and his associates followed starting in late 1965. Finally, in March, Wolfe told the unions "he had specific authority to make a definite commitment for the railroads to spend $30 million per year for supplemental pensions over a five-year period," Leighty's letter pointed out.

This was not adequate, but the unions agreed to negotiate further within the framework of that amount of money. They submitted a number of concrete proposals for implementing the plan. Suddenly, however, on June 2, Wolfe notified the RLEA committee that "his authority to handle the matter had been revoked or so impaired that he was unable to proceed with plans to conclude the subject."

Leighty, in his letter to the railroad presidents said further that "we must assume that Mr. Wolfe truthfully related the facts" and that there was no "perfidy" on his part.

"Unless you advise us that this assumption is incorrect we must place the responsibility squarely on the shoulders of the top-level managements of the railroads," the letter continued.

"This is a far cry from the industrial statesmanship we were led to hope for a year and a quarter ago. Indeed, it is not even the minimal good-faith bargaining that is legally required under the Railway Labor Act.

"Labor-management relations in this industry simply cannot be conducted in the manner required by the public interest and the best interests of the industry, unless we can deal with representatives of management who have binding and irrevocable authority to carry through the commitments they make in the course of negotiations."

Leighty said this is not the first instance of "disgraceful" actions by management negotiators, and he then concluded:

"We will no longer tolerate unreasonable delays in the recognition of the legitimate claims of railroad employes to progress in their pay and working conditions, and security in their jobs and in retirement.

"If the consequence is strife in labor relations in this industry and in other forums, including perhaps interruptions of service, the responsibility must be borne by the managements of the industry."

COPE Report

Know What's Up? Take a Quiz

The following mid-election year political quiz will test your knowledge of recent political events. Score five points for each correct answer unless otherwise noted. A score of 90-100 means you're hep to what's up; 80-89 means you're okay but have weak spots; below 70 you'd better bone up. Circle your answer. Correct answers are printed below.

1. How many liberal newcomers were elected to the U.S. House of Representatives in 1964? a. 24; b. 37; c. 51

2. A marginal congressman is one who won his House seat by: a. 60 percent or more of the total vote; b. 55 percent or less of the total vote; c. between 55-60 percent of the total vote

3. How many liberals were elected to the House from marginal districts in 1964? a. 17; b. 86; c. 59

4. How many seats in the House are up for election this year? a. 435; b. 290, c. 145

5. How many seats in the U.S. Senate are up for election this year? a. 8; b. 26; c. 35

6. This is a non-presidential election year, and traditionally the party in control of the White House loses seats. What has been the average loss of seats over the past 60 years? (Score 4 points for each correct answer)

in the U.S. House: a. 76; b. 37; c. 19

in the U.S. Senate: a. 16; b. 10; c. 5

7. Which of the following were

Quiz Answers

1. c
2. b
3. c
4. a
5. c
6. b and c
7. a, b, d, e, g, h, j

(The Social Security and Wagner Acts wereenacted under Franklin D. Roosevelt, Depressed Areas Aid under John F. Kennedy)

8. b
9. b

(Tydings and Douglas led fight to save one man, one vote ruling)

10. b
11. a
12. b
13. b
14. c
15. b
16. c
17. c

(The initials stand respectively for Americans for Constitutional Action, United Republicans of America, Free Society Association)

18. a
19. b

BONUS: c (of course)

first-time programs enacted by the present 89th Congress? (Score 1 point for each correct answer)

a. Medicare
b. Voting Rights
c. Social Security Act
d. War on Poverty
e. Elementary and Secondary School Act
f. Wagner Act
g. Higher Education Act
h. Water Pollution Control
i. Depressed Areas Aid
j. Rent Aid for the Poor

8. Repeal of Taft-Hartley Section 14 (b) passed the House by only 18 votes, 221-203. How many of the liberal new congressmen voted for repeal? a. 12; b. 48; c. 29

9. The Supreme Court's one man, one vote ruling brought bitter attacks from conservatives. Who led the fight to torpedo the ruling in the Senate? a. Sen. Joseph Tydings; b. Sen. Everett Dirksen; c. Sen. Paul Douglas

10. What was the percentage of GOP House opposition to medicare? a. 17 percent; b. 90 percent; c. 54 percent

11. What was the percentage of GOP House opposition to 14(b) repeal? a. 85 percent; b. 43 percent; c. 61 percent

12. What was the percentage of Democratic House support for medicare? a. 79 percent; b. 94 percent; c. 42 percent

13. What was the percentage of Democratic House support for 14 (b) repeal? a. 67 percent; b. 70 percent; c. 86 percent

14. Which congressmen are most vulnerable in the 1966 elections? a. conservative Republicans; b. Dixiecrats; c. new liberals

15. The right wing John Birch Society is stepping up its political action. How many congressional districts does it plan to operate in this year? a. 75; b. 325; c. 410

16. How big a budget does the John Birch Society anticipate in 1966? a. $750,000; b. $2.5 million; c. $12 million

17. ACA, URA and FSA are: a. federal agencies; b. college fraternities; c. right wing political organizations

18. Republican forecasters recently have predicted House seat gains of a. 40-60; b. 10-15; c. 20-25

19. Substantial conservative gains would mean: a. creative new social welfare programs; b. stalemate in Congress; c. liberalized labor laws

20. BONUS QUESTION (score 100 points if right; you flunk whole test if wrong): The best way you as a union member can assure good results on election day is to: a. go to an all-day movie November 8; b. support reactionary candidates; c. register, vote for liberal candidates, give a buck to COPE.

Kerite Elects Cowan Vice President

James H. Cowan has been elected a vice president of the Kerite Company.

Cowan

Mr. Cowan joined Kerite in 1945, following service with the U.S. Army Signal Corps during World War II and subsequently was advanced to National Manager of Power - Industrial Sales, the position held at the time of his promotion to vice president.

Edison Names Huntenberg Field Engineer

The Primary Battery Division, Thomas A. Edison Industries of McGraw - Edison Company, Bloomfield, N. J. announces the appointment of Mr. William E. Huntenburg to the position of field engineer with headquarters at the home office, Bloomfield, N. J.

Huntenberg

Mr. Huntenburg was employed in the purchasing department of the Lehigh Valley Railroad, advancing through several positions to the post of assistant purchasing agent. He then joined the sales department of Topping Brothers, New York City and remained with that firm until his present appointment with the Edison Company.

US&S Names McMahon Construction and Field Services Manager

Westinghouse Air Brake Company (WABCO) Union Switch & Signal Division announces the appointment of Mr. James E. McMahon, Jr. as Manager, Construction and Field Service, replacing Mr. W. H. Williams, retired after 38 years service.

McMahon

In this new position Mr. McMahon will be responsible for the operations of the Union Switch & Signal Construction Company and for the administration of all after acceptance field service. In addition he will retain his present responsibilities of representing Union Switch & Signal on various C & S Section AAR Committees.

Mr McMahon received a BS degree in Railway Electrical Engineering from the University of Illinois in 1934.

YOUR WASHINGTON Reporter

By Harry D. Garduk

PENDING LEGISLATION AND court rulings continued to keep railway labor leaders and their aides busy in the nation's capital during the past month. Among the major developments were these:

du Pont Estate Bill

A bill that would split up the giant duPont estate empire in Florida got a big boost when it was reported out by voice vote of the Senate Banking Committee. At this writing Senate floor action was reported near by the committee chairman, A. Willis Robertson (D., Va.), who predicted it will be passed. A similar measure passed the House last year.

The duPont estate, bossed by financier Edward Ball, controls the Florida East Coast Railway where the longest strike in U.S. railroad history is still in progress.

The legislation would compel Ball either to sell off his chain of 30 banks or the estate's non-banking holdings including the FEC.

'Boxcar' Bill Signed

A bill passed by Congress to relieve the freight car shortage was signed by President Johnson who pointed out that this measure is "an important step in eliminating a serious bottleneck in our economy."

LBJ took the occasion at the signing ceremony to express optimism about the U.S. economic picture and hinted that it's unlikely that he'll seek a quick new tax increase to curb inflation.

LBJ said his aides now predict the U.S. gross national product will grow by $55 to $60 billion in 1966, compared with a $44 billion rise which economists picture as "reasonable." But, Johnson declared, about $13 billion are being taken out of the spending stream by various tax actions since Jan. 1, and perhaps as a result an "even balance" has been achieved.

The bill LBJ signed gives the Interstate Commerce Commission the power to impose higher rental rates than railroads now pay each other for use of freight cars. The bill is aimed at spurring the lagging carriers into building more freight cars and thus end the recurring shortage.

Top Court Ruling

In a decision with major and perhaps ominous implications for future railroad labor disputes, the Supreme Court said the Florida East Coast Railway has the right to make such changes in its legal labor agreements as are "truly necessary" for it to operate during a strike.

The 7 to 1 opinion, written by Justice William O. Douglas, rejected the argument of both the Justice Department and the railroad unions that the FEC has no such right.

The one dissenter, Justice Byron White, charged that the court majority was overruling the clear intent of Congress as expressed in the Railway Labor Act.

The ruling will have little if any practical effect on the FEC strike, a union attorney said. But, its future impact was being pondered because for the first time the Supreme Court has said that railroads have not only a right, but a "duty" to operate during a strike.

Bill to Update Retirement Act

Proposals to update some provisions of the Railroad Retirement Act received strong support from the Railway Labor Executives' Association and the Railroad Retirement Board before both House and Senate committees. The Association of American Railroads filed a statement of "no objection."

The Senate bill S3274, introduced by Sen. Claiborne Pell (D., R.I.), would extend the age from 18 to 21 for survivor benefits to dependent children going to college, liberalize residual death benefit calculation, and make various other adjustments and technical changes.

Labor Press Hailed

LBJ paid a glowing tribute to the nation's labor press at a White House reception for union editors, including many from rail labor publications. "Most of your readers," he said, "can be counted on to support the programs and legislation that keep America moving."

Patent Grab

Sen. Russell Long (D., La.), Senate deputy leader, is fighting a "billion dollar patent grab" in connection with Senate bill 1809, recently reported out of committee.

Long said the measure would "authorize a multi-billion dollar giveaway without precedent. . ." in granting private corporations the title to tens of thousands of inventions developed while these companies are working on government research contracts, at government expense. Long charged that the net result would be to put these corporations in a position where they could "extract a heavy toll" from the public in monopolistic, patent-protected prices.

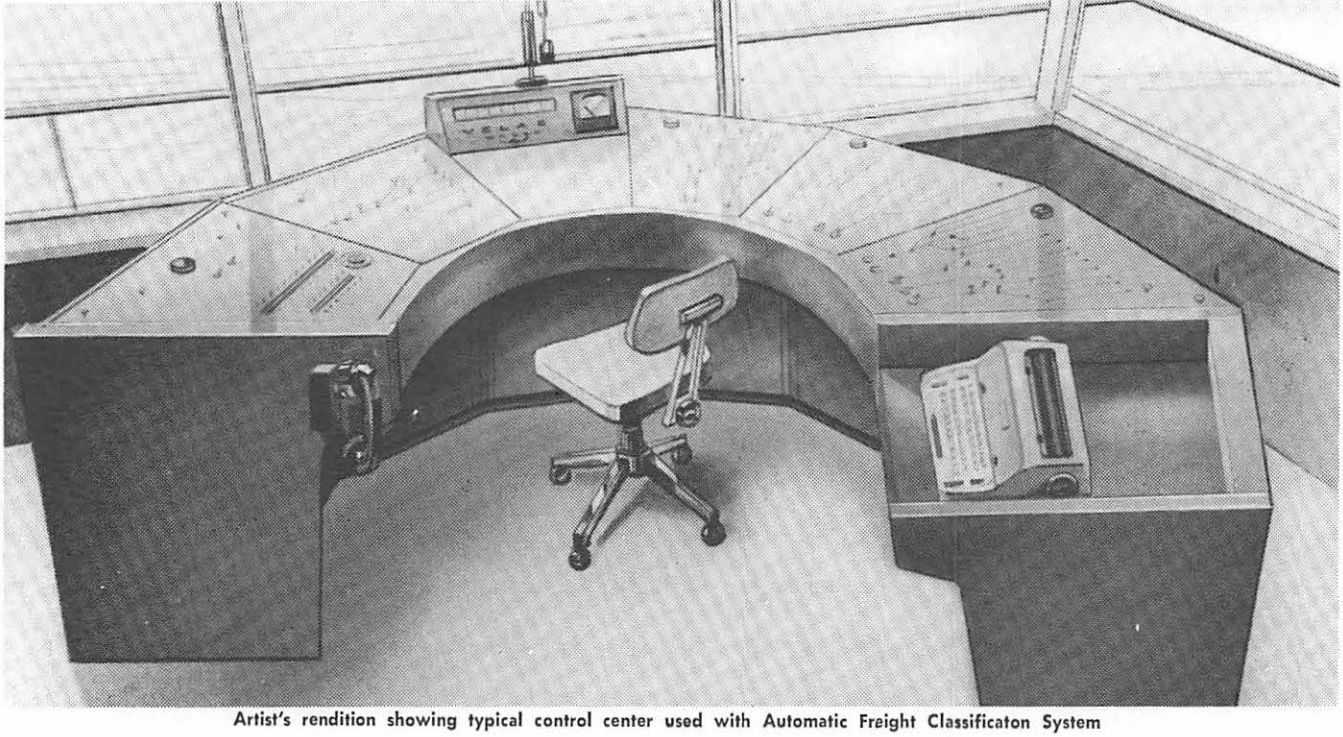
Minimum Wage Bill

The House-approved bill provides for an increase from $1.25 to $1.40 in the minimum wage next Feb. 1, for the 30 million workers employed in industries covered by the Wage-Hour Act. Of these, about 3.8 million now get less than the new "floor" and would receive increases.

However, the House postponed the next increase—to $1.60—to February 1969. As reported out by the House Labor Committee — and backed by President Johnson and organized labor—the $1.60 minimum would have gone into effect in February 1968.

In addition, the bill would extend coverage of the act to nearly eight million more low-paid workers, particularly in service industries and on large farms. They would start at a lower "floor" and receive regular increments.

A strong fight was under way in the Senate to restore the 1968 date for the step-up to $1.60 an hour.



Artist's rendition showing typical control center used with Automatic Freight Classificaton System

N&W To Install Automatic Yard

THE NORFOLK AND WESTern Railway Company has placed an order with Westinghouse Air Brake Company (WABCO) Union Switch & Signal Revision for a VELAC VR-2A Automatic Freight Classification Yard System, for the erection of a new electronically-operated, computer-controlled freight classification yard at Bellevue, Ohio, about 60 miles west of Cleveland.

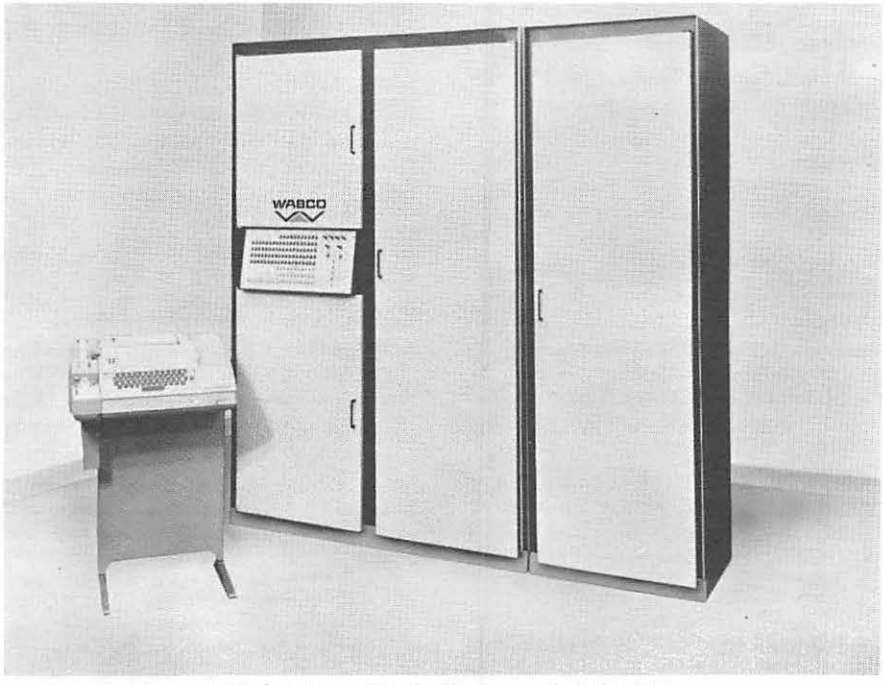
Included in the order are a stored program digital computer, electropneumatic and weight responsive car retarders capable of easily handling 160-ton cars with 38" diameter wheels, fast acting switches, high shunt track circuits, signaling, automatic and radar speed control equipment, and control consoles.

This new automatic freight classification facility will consist of one master retarder feeding five group retarders controlling car movement into 40 classification tracks and two repair tracks. This initial installation is one-half of a planned future dual humping facility, the manufacturer explained.

Union Switch & Signal reported that in addition to providing complete systems engineering, it will assume contractor responsibility from design to completion.

The central control element in this new yard is the stored program digital computer. Four key velocities are determined as cars roll by gravity from the crest to the entering end of the master retarder. Two velocities are measured on tangent track located between the apex and the diamond crossover and two are taken on curved track between the end of the tangent area and the beginning of the master retarder. These four velocities, along with car weight, length of cut, and distance-to-couple information are all fed to the computer which then determines proper group retarder leaving speed requests. These requests along with true car speeds measured by radar are used in closed loop systems to provide correct retarder leaving speeds within plus or minus ¼ mile per hour accuracy, well beyond the limits of a human operator, US&S claimed.

Automatic switching will be accomplished by punched cards fed



Digital computer for classification yard application.

into a card reader at the General Yardmasters office. All automatic switching is handled by the computer, using wheel detectors at all switch locations to detect cars. Provision is made for transfer of the automatic control system to an independent semi-automatic system. This allows the yard to be operated while the computer is undergoing normal maintenance.

Weight responsive retarders will be installed at the ends of each classification track to hold the first car into the track at a desired point.

Radio-controlled cab signals will be installed on humping locomotives. These can be controlled from either the control console in the hump conductor's office, or from the General Yardmaster's office, the manufacturer said.

The retarder control machine will be provided with a miniature diagram of the yard layout, and will provide for semi-automatic or manual operation of retarders and switches when desired. Indications of all yard conditions and audible alarms for equipment failure are also included on the retarder control machine.

> **"The true fountain of the brotherhood of man is belief in the knowledge that God is the Father of mankind. For us, therefore, brotherhood is not only a generous impulse but also a divine command. Others may be moved to brotherhood only by sentiment. We acknowledge brotherhood as a religious duty."**
>
> *Harry S. Truman*

Installation of the VR-2A System provides Bellevue Yard not only with complete automatic control of cars from the time they roll off the hump until they couple gently in their proper classification track, but also provides data for yard management and control. Because the digital computer has memory capability, it will provide up-to-the-minute data for management decision.

Data formerly assembled by other means can be made available on demand from the yard control and data center in concise print-out form. Data formerly presented to local management by manual inputs can now be consolidated rapidly to meet management requirements for timely information. Data formerly transmitted to headquarters management by other means plus data not directly available may be routed quickly through normal digital communication networks.

Some of the areas in which the VR-2A System can provide data for management decisions include equipment status, yard system statistics, car catch-up and misrouting, track inventory including car number, train dispatching information, makeup of cut list, and perpetual car inventory.

A Review of Railroad Employment and Payrolls in 1965

An average of 753,000 employes worked in the railroad industry in 1965. This represented a drop of 22,000 from the preceding year and was a continuation of the long-term decline that began some 20 years ago. Despite the decline in employment, railroad payrolls rose by 2 percent to $5.6 billion.

The Railroad Retirement Board reported that total earnings for each job represented in the average employment figure increased $400 to $7,400. The average for all employes working in the year was, of course, significantly lower than this figure because of turnover.

The higher individual gross earnings in 1965 had only a slight effect on taxable earnings because most of the rise was in income in excess of the limits on taxable amounts. Taxable payrolls amounted to $4.1 billion for the retirement program and to $3.7 billion for the unemployment program. These totals represented slight declines from 1964.

Some 962,000 persons worked in the railroad industry at some time during 1965, including 74,000 who first entered the industry in that year. The total number with service credits in 1965 was down 20,000 from the preceding year. About one-half of the drop was due to the smaller number of firemen working in the industry.

Notice To Signalmen and Journal Subscribers

Our brotherhood's Grand Executive Council and Grand Board of Trustees has agreed that the July and August issues should be combined into one issue. This action was taken in an effort to conserve dwindling Journal funds caused by loss of revenue and increased production costs. The December and January issues will also be combined.

Editor

The 1965 employes had an average of more than 10 service months in the year. Their per capita taxable earnings were $4,300 under the Railroad Retirement Tax Act and $3,875 under the Railroad Unemployment Insurance Act. About 7 out of 10 of the employes had already met the 10-year minimum service requirement for retirement benefits; nearly 9 out of 10 earned enough to be qualified for unemployment and sickness benefits in the year that starts July 1, 1966.

Although there were fewer railroad jobs, the number of employes claiming unemployment benefits declined. The average midmonth number of unemployment claimants was 30,000, a figure equivalent to 3.8 percent of the average railroad labor force, that is, the number employed plus the number seeking work. This proportion was the lowest for any year since 1956. For 1964, the comparable ratio of unemployed railroad workers to the railroad labor force was 4.7 percent.

By SIDNEY MARGOLIUS, for The Signalman's Journal

More College Financial Aid Available—But Spottily

KEENLY AWARE THAT IN an age of advancing technology it's getting harder to sell just muscle, U.S. unions are making a determined effort to see that labor's children get their chance for advanced education too. In recent weeks, conferences sponsored by state and city labor councils in Ohio, New York City and other areas have spotlighted both the need for more public colleges, and for helping working families learn about financial aids.

George Meany, President of the AFL-CIO, has said that we need a national educational policy, "that will finally eliminate financial barriers to higher education," and that "the heart of such a program should be tuition-free publicly-supported institutions."

To achieve that goal of eliminating the financial barriers to higher education, Lawrence Rogin, AFL-CIO Director of Education, has warned that we really need more and better low-cost junior colleges and four-year colleges in the home community of the students. Proximity always means more attendance, and also lower costs.

A Cost Comparison

It is possible to attend a junior college or other public college near home at a total cost of $500 to $1000 a year for everything but clothing. At state universities and colleges, if you live on campus, costs now average about $1700-$1800 a year. At most private colleges total costs now range from $3000 to $3500.

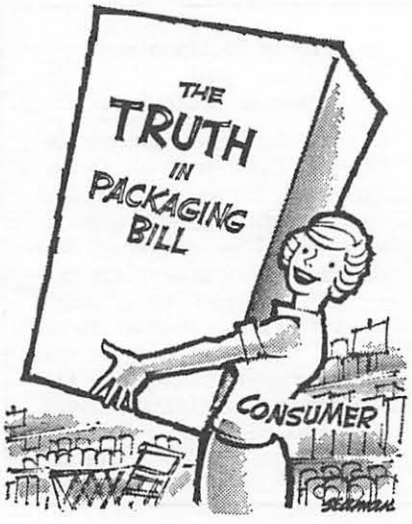
Families also need realistic, detailed information on all available financial aids.

In addition to parents' contribution and students' term-time and vacation earnings, the major sources of money for college are scholarships and loans.

While most scholarships still are provided by the colleges themselves, a number of new Federal programs will be of help to moderate and low-income families. But be warned that these new programs may be more available in some areas than others, and that they are still limited in the number of students they can help. Actually, the best-informed families, who act earliest, may get the most benefit from the new Federal aids.

One new Federal program in the "work-study" awards for students from families who can contribute little or nothing towards college costs. The jobs are provided through the college. Eligible are students from three-person families with incomes of $3200 or less; four-person, with $4000 or less, and up to $6200 for families of eight. Students can earn about $275 a term under this program.

"Best Buy"



Another new Federal aid program is the "Educational Opportunity Grants." Preference is given to students whose parents can contribute less than about $600 a year towards college. These grants range from $200 to $800 a year. A student in the upper half of his class may be awarded an additional $200. But no award may exceed 50 percent of the college's estimate of the student's need. The balance must come from other specified sources such as scholarship, loans, or earnings. The actual amount awarded is based on the family's income and size. For example, a student who is one of three children from a family with a little over $6000 a year income, can receive $400 a year.

Both the work-study and educational-opportunity programs are administered by the participating colleges, and application is made to them whether your child is planning to go or already enrolled. One feature that parents, and their unions and other community organizations should know about, is that the colleges have agreed to work with high schools in identifying needy promising students, and are permitted to make conditional commitments to students while still in high school.

Also, and very fortunately, the law specifically says that students merely need to be admissible or in good standing. They do not have to show superior achievement, as they must for many other scholarships.

Loans? Only as a Last Resort

Another growing method of assembling money for college is through loans. We would recommend them only as a last resort. In working families, the student usually has to repay himself, and begins life with what can be a heavy debt. However, a loan often can make the difference between finishing college and not.

The lowest-cost loans are the National Defense Education Act loans. The interest rate is just 3 percent and does not start accruing until a year after graduation. If a student goes into teaching, 10 percent of the loan is cancelled for each year, up to a total of 50 percent. You apply for an NDEA loan to the college itself.

The NDEA loans are the most advantageous. Unfortunately, the the Administration has been trying to kill them off, and substitute a new program of Federally-guaranteed loans made through banks but

with the interest partly paid by the Federal government if the family's adjusted income is under $15,000.

Congress, however, enacted the new loan program but refused to eliminate the NDEA loans. This is fortunate because the NDEA loans are more likely to go to students who really need them, and also will be less costly to the Government. One authority estimates that it will cost the Government about 50 percent more to make the new guaranteed loans through banks than through the colleges.

Moreover, not all banks may be willing to provide the new subsidized loans. Because of generally high interest rates and "tight money" this year, the banks may be able to get more interest for their funds from other types of loans.

For example, *The Washington Star* recently reported that Virginia banks were found to be either refusing to make the new loans or limiting them to depositors.

Still, if you can find a bank that will provide one of the new college loans, and before the rush for them begins, the subsidized rate can be a help. At this writing about 18 states already are participating, another 18 are close to operating, and 40 states are expected to be in the program by Fall. While the program is subsidized by the Federal government, the lenders are insured against loss through state higher education loan agencies (or by the United Student Aid Fund in some states).

An increasing number of credit unions also now are offering the new guaranteed loans. In fact, other community organizations may be able to offer these loans too, by arrangement with the state educational loan agencies. The law says that any corporate organization can participate.

Live A Little Longer

Tired All the Time?

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

By Dr. William A. Sawyer
IAMAW Medical Consultant

I WISH I HAD TIME TO ANswer in this column all the questions that are asked me in letters. Most of the questions are about problems that might concern any of us.

One problem that comes up again and again is fatigue. "Why do I feel so tired all the time?" "I can't work as hard as I once did." "I'm as tired when I wake up as when I go to bed." At some time in life it's a question we all have, I feel sure.

I often marvel about a friend of mine in his middle years, who tells me he never feels tired. He has good health, works hard, is on the go all the time, is married and has three active children, and seems to get along on fewer hours of sleep than most of us.

The only way I can explain his abundance of energy is the fact that he was gifted with a good human machine. His ancestors must have had good health and abundant energy also.

He is interested very much in his job and so far as his habits of eating, smoking and drinking are concerned, I would rate him as just average. He doesn't seem to take especially good care of himself and he does not abuse his good health too much.

Lucky is the person who has such health and energy. I believe there are not too many of them. Usually in our younger years we more often seem to ignore fatigue and keep going full steam ahead, even burning the candle at both ends.

Sooner or later, however, such people often crack up. I have often wondered when this friend I spoke of will lose his energy. No man is made of iron, although many seem to think they are.

If you are an individual who gets awfully tired, perhaps you should treat yourself as you do your car. If you were going to drive your car across country on a several thousand mile jaunt, you'd make sure it was in good running order. You'd have it checked in the garage by an expert mechanic. Well, how about treating your human machine the same way? It always pays to make sure that your body machine is in good order. Very often adjustments have to be made and repairs are sometimes needed.

Once your machine is in good shape, then do these things:

1. Get enough sleep; at least eight hours—maybe nine or ten, depending upon your needs. Too often people who are tired are starved for enough sleep.

2. Get some daily exercise, if your job is one where you stand or sit most of the time. Nothing is so good as an hour's walk each day.

3. Be wise in what you eat. Proper fuel for the human engine helps greatly in avoiding fatigue. Some of the present day great athletes say that the reason better records are being made now is because our champions are eating more wisely.

WABCO Names New System Analyst

Westinghouse Air Brake Company (WABCO) Union Switch & Signal Division announces the appointment of Dwane R. Wheeler as Transportation Systems Analyst. In this position Mr. Wheeler will be responsible for conducting field surveys in conjunction with customer officials to determine practical and economical application of products and systems to provide the customer with more efficient and economical operation of his facility.

Wheeler

From 1946 to 1962, in road and yard transportation service for the Bessemer & Lake Erie Railroad, Mr. Wheeler held a series of positions of increasing responsibility. His last position was Industrial Engineer. In 1963, Mr. Wheeler became Trainmaster for the Youngstown and Northern Railroad, the position he held prior to joining Union Switch & Signal.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Reading

READING, PA. (26). Brother C. H. Painter retired effective July 1 and said that he will spend some time in Canada where it will be nice and cool. We all wish him a happy retirement and many trips to Canada.

The May meeting was well attended especially with all the officers present for the first time in many a year. With the election of Local officers coming up in September 26, we wish all members would be present at this meeting so they can express their wishes.

Brother D. S. Moll after being on the sick list for a year was welcomed back to duty in Brother H. D. Borrells gang in Reading. On the sick list is Brother D. L. Wentz of the Shamokin Division.

We are deeply sorry to report the passing of Brother T. R. Witt in June. Members of our Local extend deepest sympathy to the surviving members of his family.

Support our fighting men in Vietnam. L. VANINO

Rock Island

MINCO, OKLA. (17). The regular meeting of our Local convened at the Marion Hotel, Little Rock, Ark. on May 14 and was presided over by Chief Signalman W. L. Stickley.

The following Brothers were present: W. C. Elms, J. Jameson, L. Eggers, R. Watkins, W. Stickley, W. Davis and J. Armer.

There were no minutes of the meeting in Wichita, Kans. since the secretary was ill and unable to attend. Minutes of the December 4, 1965 meeting held in El Reno were read and approved.

The following Brothers were received for membership: Dan W. Wright, Newell W. Nye, James B. Johnston, Delbert G. Swaner, James M. Fouts, Jr., Gerald Lee Daugherty. Alton D. Turner was reinstated.

The Executive Committee report and Treasurer's report were given. The communications were read and discussed by General Chairman Watkins. Some of the other topics discussed were home signals for the Brinkly Interlocking on the R.I. Lines being installed by the Cotton Belt, the investigation of Brother C. A. Neal's motorcar accident, our vacation agreement, conversion to Travelers Insurance and the proposed re-organization of the Signal Department. W. O. DAVIS

Veteran Union Pacific Maintainer Retires

NORTH PLATTE, NEB. (8). Brother Fred Long retired after completing 50 years of service on Union Pacific Railroad. Fred was honored at a gathering of fellow signalmen and friends held March 5, 1966. Brother Fred told his many friends that he was going to get a Honda and see the world. He received a television set from his many friends and a plaque from the Railroad Company commemorating his retirement.

Brother Long began his railroad career in Kearney, Neb. on February 12, 1916 as a section man, made flagman in March 1916, and assistant section foreman on May 12, 1916. The signal and track departments separated on July 1, 1916 and Fred became a signal maintainer on that date. He remained at Kearney until 1930 when he moved to Lexington, Neb. as signal maintainer. He moved to Gibbon, Neb. during 1941 and worked as interlocking repairman until February 15, 1966 when he retired.

Brother Fred Long

Brother Fred pointed out that during the past 50 years there have been 9 different changes in signals with the present colored light signals, cab signals and search light signals being the latest in service at this time. This is quite different from the coal-oil lights used when he first started his work. He explained that he built his first motor car which was a big improvement over the old "hand-pump" car. He claimed that he has had only one accident in his 50 years of service. That occurred in 1921 when he was hurrying to repair a signal and his motor car struck a pick that had fallen from a track car. His motor was thrown off the track and he was hurled down the track; this nearly took his life.

All the members of Rock Springs Local wish Fred and his wife the best of health. May they both enjoy the life of retirement. We also hope that Fred has an opportunity to visit the fish ponds as he has done regularly in the past. L. C. SEDLACEK

P.R.R.—P.R.S.L.

CHERRY HILL, N. J. (58). Our regular meeting was held at Hammonton, N. J. on Wednesday, May 11. Not too many members turned out for this meeting; in fact, only 8 percent of the total membership was there. You know, fellows, the Local meetings are still the best place to find out what is going on.

Job stabilization and what it means to you has been discussed at the last few meetings. This, in itself, is good enough reason to attend.

The Atlantic Division received two new men this month. We would like to welcome Bob Gentile and Rufus Haney to the Brotherhood and Local 58.

We would like to wish R. B. Inman, Jr. all the luck in the world with his new job. He's in the Navy now, and that's real important work these days.

Retired Brother L. T. Weber is in the Edgewood Hospital with a heart

attack. We wish him a speedy recovery.

Those in attendance at the meeting were Brothers J. Nack, E. Stanley Reed, W. H. Gilbert, W. E. Coho, G. L. Henry, R. W. McCormick, C. A. Giorgano, Don Thwaites, Bob Danley and R. W. Schwartz. R. W. SCHWARTZ

Chicago & Eastern Illinois

DANVILLE, ILL. (174). Our fourth Annual dinner honoring retired members was held at the Redwood Inn on May 14. About 100 members, their wives and guests were present for the occasion.

Brothers who retired during the past year were: C. W. Nolan, former relay repairman, Danville, Ill.; T. Morgan, former test and installation man, Milford, Ill.; W. O. Shappard, former district helper, Terre Haute, Ind. Brother Morgan was the only retiree able to attend the dinner.

Entertainment for the evening was provided by Pat Young's School of Dancing. The young people performed several dance numbers.

Brother M. E. Hyde of Salem, Ill. served as Master of Ceremonies and presented Mr. Morgan, who had served 43½ years in the Chicago & Eastern Illinois Signal Department, with a wallet imprinted with "B. of R. S.".

Signal and Communication Engineer W. N. Donahue addressed the group, commenting briefly on the past and the future of "the best department on the railroad." Mr. Donahue presented Mr. Morgan with a gift to commemorate the occasion.

A report on railroad retirement was given by Mr. Leo Robinson, district director, Railroad Retirement Board at Decatur, Ill. followed by a question and answer session.

Mr. Melvin Frye, Grand Lodge Representative, discussed National Level Progress of our Brotherhood. He also conveyed President Clark's best wishes to our retired Brothers and all the membership. C. MCGUIRE

Chicago & North Western

PORT WASHINGTON, WIS. (9). The J. C. Gerke Local 9 held their Annual Luncheon honoring their retired Brothers, wives and widows of retired Brothers on April 23, 1966 at Fond du Lac, Wis. with 53 persons attending.

We were honored with the attendance of the following retired Brothers: Fred Grams, Paul Konrath, Cy Peeters, Wm. Nenn, Orin Due, Paul Hoffmann and wife, John Brintnall and wife and John C. Gerke and wife. Brother Gerke helped from Local 9 and was the mainstay of our Local until his retirement in 1958. We are very proud and happy to have our retired Brothers take part in this affair and visit with us.

Signal Supervisor Ken Emerson and his wife were also present.

Brother M. Frye, Grand Lodge Representative, briefed us on the activities of Grand Lodge.

Mr. R. Wirsching of the Railroad Retirement Board, accompanied by his wife, led a question and answer period covering pensions, sick benefits and Social Security. This was a very informative discussion and was enjoyed by all.

Many thanks to Mr. Frye, Mr. Wirsching and the committee of J. A. Meyer, R. B. LeBaron and A. E. Nenn.

The regular second quarter meeting was held prior to the luncheon.

Action has been started on Local by-law changes and will be acted on at the next regular meeting.

A. E. NENN

Baltimore & Ohio

DAYTON, OHIO (94). Our annual retirement party was held at Kuntz's Restaurant in Dayton, Ohio on May 7 honoring retired Signal Supervisor Don Porterfield, Toledo Division, B&O Railroad. General Chairman H. C. Guscott served as Master of Ceremonies. Guest speakers included Dick Dryden, Oliver Hitt, Henry Maynard, Harley Hartley, June Wiseman, Paul Provenzano, Roy Marker, Fred Bruns, Roscoe Porterfield and John Marsh. Words of thanks were offered by the honored guest with reference to help and cooperation of fellow workmen throughout his 47 years of service and in acceptance of the gift received as a remembrance of this occasion.

We offer the committee, James Napper and Henry Buehler, our thanks for an enjoyable and entertaining evening. Also, congratulations for being asked to serve again for the 1967 party.

Meetings were held on the St. Louis Division by Local Chairman W. A. Lindsey at Flora, Ill. on April 26 and by Local Chairman D. J. Hammond at North Vernon, Ind. on April 27, 1966. General Chairman H. C. Guscott was present at both meetings.

Various claims were discussed, as were the provisions of the notice of May 10, 1966 served on management for increased wages, longevity pay, improved vacations, more paid holidays and expenses for gang employes.

Electrically lighted switch lamps were turned over to signal forces in November 1965 and, when work is performed on such lamps, time should be charged for work. If this is not done, the work will be absorbed with no particular

Members of Local 174, members of their families, and friends are shown as they posed for a photo during the Local's fourth annual dinner held to honor retired members.

credit being given for this extra work. More specific details of the February 7, 1965 Agreement were discussed and General Chairman Guscott reported that at this time management was still delaying action on paying such claims. Both meetings were well attended, indicating an interest by the members in their welfare.

L. J. Galloway, signal foreman, Chicago Division, and C. M. Mawer, leading signal maintainer, Toledo Division, have entered the Signal Engineers office for training toward supervisory positions. G. F. HAMMOND

B&O—SIRT—WM

CONNELLSVILLE, PA. (31). Our recent meeting held on the SIRT April 4 was conducted by Local Chairman C. W. Wangenstein.

General Chairman H. C. Guscott was present and explained managements proposal to reorganize the signal forces. Plans are, to have one district maintainer on the entire system.

A maintenance unit and a construction gang are to be established at St. George.

The General Committee proposes to request an increase in rates to conform with the rates obtained on the B&O at the time the forces were reorganized in 1962.

Other items of general interest were discussed. The members not protected under the February 7, 1965 Agreement requested that some effort be made by Grand Lodge to obtain protection for such employes in future negotiations.

All members, except two, on the property were present, indicating the interest they have in their welfare.

DALE LEONARD

New York Central

BRONX, N. Y. (76). A dinner was held on March 19, 1966 at the Tyrone House, Yonkers, N. Y. honoring Brother A. J. "Scotty" West on the occasion of his retirement after 30 years. Brother West served Local 76 in the past as recording secretary, financial secretary and trustee.

There was a turn-out of 50 Brothers and members of other departments. Our Local Chairman C. K. Kiernan was M.C. Also present were our current supervisor, W. J. Cummings and our retired supervisor, W. G. Waechtler. Tom Tose of Transmission Department and Brother Dan Lombardi sang a duet. A good time was had by all.

In the past month, our oldest member, Brother Paul Marsk, who was retired, died at the age of 79. He had 55 years of service when he retired.

Our recording secretary Roy "Olie" Hanson was on sick leave but is now in the harness again.

Brother Frankie Huff is on the sick list. Best regards from the boys, Frankie. R. HANSON

Missouri Pacific

SEDALIA, MO. (72). Our regular meeting was held at the Eagles Lodge, Chester, Ill. on May 14, 1966. The meeting was called to order by Recording Secretary G. W. Holmes. Brother Leo Usher opened the meeting with a prayer and conducted the rest of the meeting.

The minutes of the meetings at Little Rock, Ark., Kansas City, Mo. and St. Louis, Mo. were read and approved.

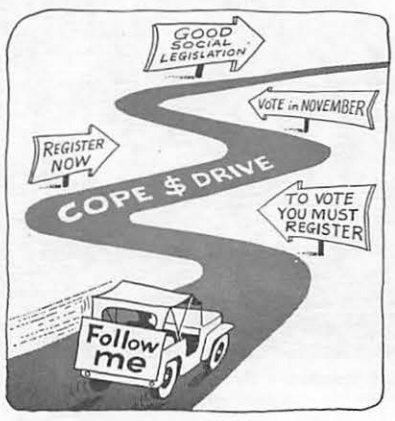
Brother Gene Gieger was reported sick.

A total of $60 was collected at the three previous meetings for Brother Clarence Dawson whose home burned in January. It was also stated that the Brethren on the Missouri Division had come to his aid with gifts to help him set up housekeeping again.

Brother V. E. Hansbrough read the financial report and, on a motion by Brother W. R. Lunsford, seconded by Brother G. A. Cole, it was approved as read.

General Chairman C. S. Warden reported on claims and grievances and we are getting some settlements on the property. G. W. HOLMES

You Can't Miss



Missouri Pacific

LITTLE ROCK, ARK. (72). Our regular meeting was held at the Iron Workers Hall, Little Rock, Arkansas on June 11, 1966. There were two officers and 15 members present. Chief Signalman C. W. Fleming opened the meeting with prayer.

The minutes of the previous meetings were read and approved.

General Chairman C. S. Warden reported on claims that had been settled and those still pending.

A motion to hold the next Little Rock, Ark. meeting in Monroe, La. was defeated.

Retired Brother C. F. Sanders attended the meeting and made a brief talk.

G. W. HOLMES

Great Northern

WHITEFISH, MONT. (154). Gene Linhoff, traveling maintainer at Willmar, Minn., has been off on sick leave and may be off work for a month yet. We hope he gets well soon. Frank Walker, assistant signalman in the relay shop, St. Paul, has been granted an indefinite sick leave, due to a nervous disorder. Milt Forbes, signal maintainer at Frazer, Mont., is also off on sick leave. We wish these fellows a speedy recovery.

Jerry Hedman's crew has installed crossing signals at Cottonwood, and a set is to be installed at Granite Falls. Gay Orbin's crew is making general repairs around Minneapolis.

A joint meeting between Western and Central seniority districts was held in Spokane, Wash. on May 14 with several of the members in attendance. The meeting was conducted by Local Chairmen Charlie Cruickshank and Adrian Buckland. Also in attendance were Chief Signalman Rob Richardson and General Chairman Lyle Gee. At this meeting Lyle Gee announced his retirement from service and turned over all of the books to Chief Signalman Bob Richardson, who will act as General Chairman until election. Adrian Buckland, local chairman, Central district, was appointed Chief Signalman until election time. Business of the Local was discussed with Lyle Gee giving us a run-down on wage movement progress and supplemental pension movement.

A heavy snowstorm on June 3 caused heavy damage to signal circuits and communications between Stryker and Summit, Mont., a distance of 75 miles. Many hours of overtime were put in to restore circuits.

On the evening of May 14 a retirement party and dinner was held for Lyle Gee, our general chairman, at the Couer d' Alene Hotel, Spokane. In attendance at the dinner were the members who attended the Local meeting earlier, and their wives. Also in attendance were Harry Parks, retired signal maintainer, Bonners Ferry, Idaho, and

his wife; retired Signal Supervisor Fred Maxwell and his wife; retired Grand Lodge Vice President John Work and his wife; Communication Supervisor Ray Salter and his wife; and Signal Supervisor A. L. Taylor.

Lyle Gee entered service in the signal department on May 15, 1925 and has worked many jobs on the Central district. He has also served as Local Chairman, Central district, until being elected General Chairman six years ago. He has given much of his time to Local work and we will miss him! A Polaroid camera, an electric hedge trimmer and some cash were presented to Lyle as retirement gifts. Mrs. Gee was presented with a corsage. We wish a long and happy retirement to Lyle and Clara!

Carl Bottolfson, signal supervisor at Havre, Mont., retired on June 3 after many years of service in the signal department. Charles W. Hale, signal testman, Kalispell division, was appointed to take Carl's position. A retirement party was given for Carl on May 21 at Harve. Before being appointed supervisor, he worked on the eastern seniority district and, for a time, served as Local Chairman, Eastern District. We wish Carl and his wife a long and happy retirement!

ADRIAN BUCKLAND

Baltimore & Ohio

DAYTON, OHIO. (94). Of particular interest to our members should be a resolution passed at a meeting of General Chairmen in Chicago May 20-21, 1966 to the effect that Grand Lodge as soon as practicable make an effort to secure sick leave for our members.

On or about July 1, 1966, most of the Engineering forces of the Signal Engineers office, B&O, will be moved to Huntington, Va. G. HAMMOND

B.&O.—S.I.R.T.—W.M.

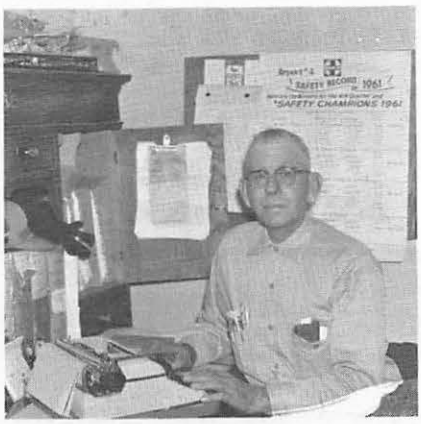
CONNELLSVILLE, PA. (31). General Chairman H. C. Guscott reported that, at a recent meeting of General Chairmen, held in Chicago, a resolution was passed to the effect that Grand Lodge, as soon as practicable, make an attempt to secure sick leave for our members.

On or about July 1, 1966 most of the engineering forces of the Signal Department of the Baltimore & Ohio will be moved to Huntington, W. Va.

DALE LEONARD

Local 161 Honors Retiring Signalman

Brother G. M. (Jay) Abercrombie, signal maintainer at Raton, New Mexico, was honored with a $50 cash re-



Brother G. M. Abercrombie

tirement gift by the men of the Colorado Division on May 27, 1966.

Brother Abercrombie was born on September 21, 1904 in the little Spanish village of Anton Chico, New Mexico. He started his schooling there and became very proficient in the Spanish language and still speaks it fluently. His grandfather founded a mercantile store in the village which is still run by the Abercrombie family.

He started May 1, 1925 with the Santa Fe Signal Department under Signal Foreman Luke Baldwin installing signals between Las Vegas, New Mex. and Albuquerque. Jay worked as an assistant signal maintainer with Clyde Wiggle at Trinidad, Colo. during the thirties but was cut off, so he left for California where he worked in a signal gang. When he was recalled he helped renew aerial cables between Raton and Albuquerque. Prior to Raton, where he has been the past 30 years, he maintained at Fox, Domingo, Las Vegas, Glorieta and Lynn Tower on the Raton Mountain.

His wife was recently elected Colfax County Assessor. They have one son who is in the Navy and is now stationed in Idaho. Brother Jay plans on living in Raton where he claims the fishing is the best in the country and playing the horses at La Mesa Park and Sunland in El Paso.

WITT B. HARWELL

P.R.R.—P.R.S.L.

CHERRY HILL, N. J. (58). Our regular meeting was held at Hammonton, N. J. on Wednesday, June 8. Nine members were present, same old gang. Local Chairman J. L. Nack was the only one from the Atlantic Division present.

Work on the high speed line and at Brown Interlocking is keeping the gangs busy. Due to the speed line work, forces on both the P.R.R. and the P.R.S.L. are larger than they have been for quite a long time.

At the meeting we discussed the terms of the new contract. We might have a chance to catch up with other industries if the Grand Lodge is able to negotiate for the needed improvements.

Our Financial Secretary W. H. Gilbert is displeased with the way dues are coming in. Dues are like taxes, if you work you have to pay them. Brother Gilbert's job is tough enough, so why make it worse by getting your dues in late.

Last month I reported that retired Brother Lew Weber had a heart attack. I received further information; stomach trouble put Lew in the hospital. Sorry, Lew.

Election of new officers is coming up in October. If any of you aspire to hold office in the Local, now is the time to get things rolling.

Try and come out and give your support to the men you elected.

R. W. SCHWARTZ

Pennsylvania

PORT ALLEGANY, PA. (134). We held our spring meeting at Warren, Pa. on May 22. We had a good meeting at which a number of things, interesting to all members, were discussed.

The turnout, however, was very disappointing as only 9 members, two of them retired, were there.

One big accomplishment of the meeting was the planning of a party for five retired members of our Local, three of whom are charter members. A committee was appointed to work on plans for the party which will be held in July at a place to be determined later. W. T. MCENTEER

Chesapeake & Ohio

COVINGTON, KY. (135). Our regular quarterly meeting was held in Covington at "OB" Tower on Saturday, April 30 with Chief Signalman M. F. Wills presiding.

Brother Wills called the meeting to order at 3:45 p.m. with Local Chairman S. J. Moffett leading us in prayer.

We didn't have our regular January meeting due to snow and many of our members working. Our April meeting was delayed one week because of the General Committee meeting being held on our regular meeting date and our local chairmen attending same.

Grievance Committee Chairmen Moffett and R. Cox gave their reports. They reported on many claims as being discussed and settled. They also reported that the so called "84" day men would not be assured of work under the Job Stabilization Agreement, but would be called back to work in line of their seniority under our working agreement.

Brother Moffett also reported that General Chairman M. P. Hughes told him management had denied making the threat: "If the overtime at So. Portsmouth didn't stop — three men would be cut off at So. Portsmouth

and placed on a system force." A signed statement was sent to Brother Hughes asking that management retract this threat and that these threats be stopped. We should have a report on this at our next meeting.

The secretary reported that five members were delinquent, and asked that each member help him by paying his dues on time.

Among several letters of communication was one from President Clark asking that we support friends of labor by making a contribution to COPE. All voluntary contributions should be forwarded to Secretary-Treasurer C. J. Chamberlain. Remember — your dues cannot be used for this purpose—how about each member sending Brother Chamberlain a dollar to help our friends.

In the line of new business, your General Committee and Local 135 have found it necessary, due to a decrease in membership and an increase in expenditures, to increase our dues from $12 to $14 per quarter. Also, for the purpose of restoring operating funds for use of our General Committee, to place a one-time assessment of $2 against each member. As a result of the above, the total amount of your dues and assessment for the third quarter will be $16; for the fourth quarter, $14.

We were very sorry to hear that two of our Brothers were seriously injured in a company truck accident on the Chicago Division. We sincerely wish them a speedy and complete recovery.

A motion was made and passed that our July 23 meeting be used for election of Local 135 officers and Local Grievance Committees.

Brother G. Moore brought up the question regarding the men driving company trucks home and back on their time. After some discussion, it was the consensus of those present that this matter should be discussed when more Brothers that are involved are present.

The books were audited with all funds accounted for.

Officers and members present were M. F. Wills, H. H. Parker, G. Moore, S. J. Moffett, R. Cox, R. S. Kennard and M. H. Young.

We hope you will all be able to be present at our next regular meeting and expect a good turnout.

H. H. PARKER

Obituary

John A. Wise, retired member of Local 8, Union Pacific Railroad, passed away February 2, 1966. He was 76. Burial was in Pine Bluffs, Wyoming Cemetery on February 5.

Brother Wise was an interlocking repairman when he retired in 1955. He came to North Platte in 1948 when the new retarder yard was put into operation and was assigned to the North Platte Yard, East End Interlocking and the Retarder Yard territory. Many of the present signalmen on the Nebraska Division Union Pacific Railroad were, at one time, Brother Wise's helpers and assistants.

Prior to coming to North Platte, Brother Wise worked at Central City as interlocking repairman and held various signalman jobs on the Division.

The officers and members of Local 8 extend deepest sympathy to his widow and other surviving members of his family. L. C. SEDLACEK

Thomas A. Silva, retired member of Local 100, Pacific Electric, passed away recently. He was 70.

Brother Silva was a bonder and welder at Los Angeles, California at the time of his retirement June 30, 1961 after completing 39 years of service.

The officers and members of Local 100 extend deepest sympathy to the surviving members of his family. ED.

H. M. O'Brien, Chief Signalman of Rock Springs Local 8, Union Pacific Railroad, passed away June 4, 1966. His death was a shock to the members of our Local as well as to his many other friends. Brother Harvey was 57.

Brother O'Brien has served our Local as Vice Chief Signalman and Chief Signalman since 1954. He was delegate to two Grand Lodge Conventions.

He began employment with the Union Pacific Railroad in 1928 and went to Grand Island in 1949 working in the Old Signal Engineer Shop as signalman and assistant signal foreman. When the shop was closed he worked as signal maintainer at Grand Island and was subsequently assigned to the interlocking repairman's job, the position he held at time of his death. Brother O'Brien was active in his church and also with Scout Troop 119.

The members of our Local will miss him at our meetings. His guidance, counsel and patience will be long remembered.

The officers and members of our Local extend deepest sympathy to his widow, three sons, daughter and other surviving members of his family.

L. C. SEDLACEK

O. M. O'Hara, retired member of Local 31, Baltimore & Ohio Railroad, passed away May 29, 1966. He was 72.

Brother O'Hara retired September 30, 1959.

Brother Oscar began his signal career in 1918 and advanced through the ranks from signal helper. At the time of retirement he was holding the position of maintainer in Brunswick, Md. He was a veteran of World War I and an active member of the B&O Veterans Association.

A long and faithful member of our Local, we extend to his family our sincere sympathy. DALE LEONARD

Raymond Dunn, retired member of Local 31, Baltimore & Ohio Railroad, Cumberland Division, passed away recently. He was 73.

Brother Dunn retired in October 1958 after completing 48 years of service. At the time of his retirement he was employed as a signal inspector at Martinsburg, West Virginia. During his long and faithful membership, Brother Dunn at one time served as General Chairman in the Brotherhood.

The officers and members of Local 31 extend deepest sympathy to the surviving members of his family.

GEORGE A. DELOZIER

Paul Marsk, retired charter member of Local 76, New York Central Railroad, passed away recently. He was 79.

Brother Marsk retired December 31, 1958 after 55 years of service.

The officers and members of Local 76 extend sincere sympathy to the surviving members of his family. ED.

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

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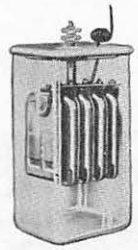
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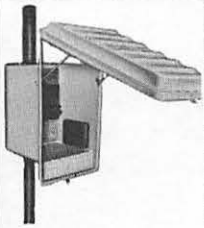
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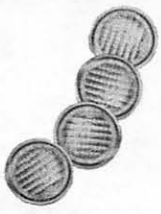
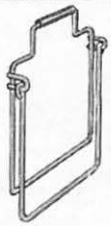
No. 2500 Fiberglass Battery Box

Steel Battery Box


Stimsonite* Switch Lamp Lens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